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# JAGUAR WORLD

JUNE 2015

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## Looking forward

One of things I always enjoy discussing with former Jaguar designer-turned JW columnist Keith Helfet, is what went on behind the scenes during his 25 years at the company. It's especially fascinating when he mentions working alongside the company's founder, Sir William Lyons, on the ill-fated XJ41 project. I once asked Keith whether Sir William ever mentioned any of Jaguar's previous cars, to which he replied, 'Rarely'. In spite of all the legendary models he designed or saw into production, even in his Eighties, the old man was still focused on the future.

We'll never know whether Sir William would have approved of today's Jaguars. Many of you have expressed your own displeasure recently about the design of the current cars, and the lack of

'Jaguarness'. I understand those points of view (look at the car I drive), but urge you to think about this – the XFR-S Sportbrake I took to Loch Ness (see p82) might have nothing in common with an X308 XJ, but neither did the original XJ6 with the Mk IV – yet similar amounts of time past between each car. Such changes are in the name of progress. Lyons



**The new XF is yet another clear sign that Jaguar is looking to the future**

believed in it and so does Jaguar's current design director, Ian Callum.

The brand new XF, recently launched in New York, is not so groundbreaking as the original model was in 2008, but with its crisper lines and few, if any, styling cues from previous cars, it's clear Callum and his team are focused on looking ahead. Obviously, the Scot is mindful of Jaguar's past, but ever since he joined in 1999 he has understood that if the company is to rekindle its successes of the past its cars need to be aimed at the future.

Just as Sir William did throughout his long career.

**@Paul\_W\_Walton, Editor**

## JUNE CONTRIBUTORS



### RAY HUTTON

The author of *Jewels in the Crown* starts a comprehensive five-part history of Jaguar



### MICHAEL BAILIE

To celebrate 40 years of the XJ-S, we asked Mike to photograph nine different models



### JIM PATTEN

JP marks two other anniversaries – the XJ Coupe's 40th and 50 years of the E-type 2+2



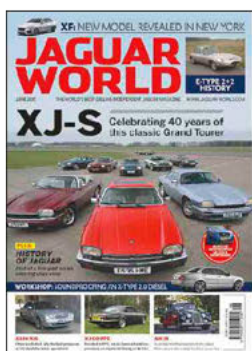


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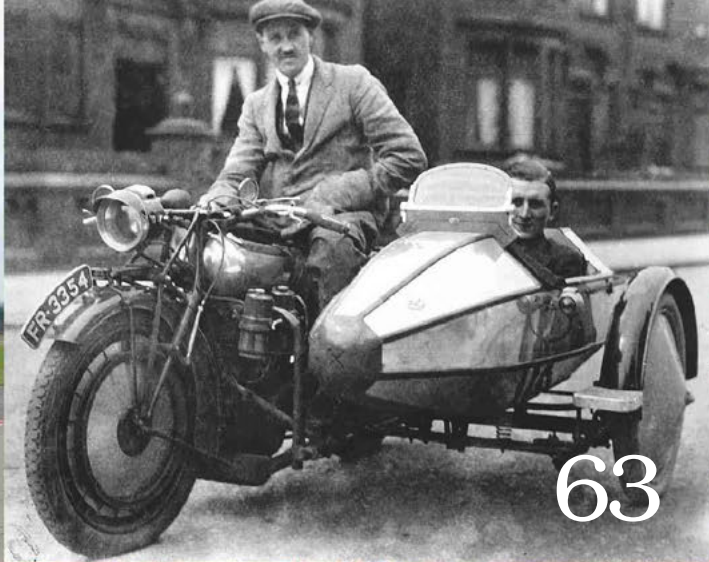
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# NEWS

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## Launch of second generation of XF

**H**ot on the heels of the new XE, Jaguar launched the next generation of XF at the New York auto show. Its sleek, coupe-like profile and long bonnet affirms its relationship to the first model, while tauter and crisper lines announce its superior aerodynamics. It comes packed with incredible, ground-breaking technology, in both the car's infotainment and driver aid systems and is available with a selection of economical and powerful engines.

The new car is as important to Jaguar's quest to become a high-volume, mainstream manufacturer as the first generation was in 2008. We take you through the car's most important attributes.

### Architecture

The biggest change from the outgoing car is to be found in its aluminium architecture, which has enabled weight savings of up to 190kg. The body sides weigh less than 6kg because they are stamped from a single sheet of high-strength 6,000-series alloy, which in turn contributes to the overall stiffness of the body and to its surfacing purity, since there are no visible joints. Aluminium is also used to make the bonnet and front bumper.

The front-end carrier and cross-car beam are cast from even lighter magnesium alloys, typically the 5,000-series. These include the new metal alloy RC5754, a grade unique to Jaguar Land Rover and which has a high percentage of recycled aluminium, driving sustainable development. Around half of this is scrap sourced from the press shops, helping the move towards closed-loop recycling and reductions in overall electricity consumption – and, therefore, lifecycle CO2 emissions.

### Design

While clearly related to the outgoing model, at 4,954mm, the new car is actually 7mm shorter and 3mm lower – yet there is 15mm more legroom, 24mm more knee room and up to 27mm more headroom than before.

The new car's aerodynamics are also superior: the drag coefficient drops from 0.29 to just 0.26. One of the reasons for this improvement is using apertures in the front bumper to channel air over the front wheels. This helps to prevent the turbulent wheel wake from disturbing the smooth laminar airflow passing around the car.

The headlights – including the adaptive full-LED technology, which appears for the first time in a Jaguar – are flush with the

surrounding panels, improving not only aerodynamics but also aesthetics. They feature Jaguar's signature J-Blade LED daytime running lights.

At the rear, the LED taillights feature the signature Jaguar graphic from the F-TYPE, a line intersecting a roundel, which also features on the XE. Here, though, the graphic is repeated, creating a clear hierarchy from XE, and an unmistakable pattern at night.

### Interior

Jaguar has kept the minimalist feel of the original XF's interior, while improving its design and quality. The layered instrument panel (now with Jaguar's signature Riva Hoop, inspired by XJ) continues into the door and is enhanced by a selection of veneers – such as Gloss Figured Ebony and textured aluminium trim.

### Suspension and braking

With components made entirely from lightweight aluminium, the all-new XF's double-wishbone front suspension is modelled closely on the F-TYPE's. Its exceptionally high camber stiffness allows the tyres to generate lateral force immediately – which translates to sharper



and more immediate turn-in. The high-roll camber gain also means that the tyre's contact patch is maintained, generating more grip and delivering better feel.

To enhance comfort, the new XF is fitted the next-generation passive damper technology, and, as an option on V6 models fitted with adaptive dampers, configurable dynamics. The new passive dampers enable frequency-dependent damping – the ability to vary damping force not only with the velocity that the damper piston moves at, but also as a function of its frequency. An extra valve in the piston provides an additional bypass. At typical town driving speeds, the valve is open, allowing some fluid to flow through it instead of the main valve in the piston. The effect of this is to reduce the damping force, which makes the ride smoother and suppler, and creates a driving experience that's even more relaxing. As speed increases, the valve closes, forcing all the fluid to pass through the piston, so that the damping force increases and the ride becomes firmer.

Jaguar's Adaptive Dynamics system has evolved, too. It continues to monitor body movement 100 times a second and wheel movement 500 times a second, but the control algorithms for the adaptive dampers are more advanced, further enhancing low-speed ride comfort as well as improving handling and agility at higher speeds. Other refinements include lighter springs made from narrower-gauge steel and low-friction PTFE-lined bushes for the tubular anti-roll bar.

Torque vectoring by braking, originally available on the F-TYPE, will be standard on the all-new XF. On corner entry, the inner wheels can mitigate understeer and



help the driver to take the ideal line by automatically braking slightly.

### Drivetrain

Jaguar's now-familiar series of four- and six-cylinder engines will be available to the all-new XF, ranging from the 163PS diesel to the 380PS supercharged V6 petrol. The car will also be very economical due to both the lightweight aluminium-intensive body and the aluminium Ingenium engine family. The 163PS diesel returns 71.7mpg and emits just 104g/km CO<sub>2</sub>, while the 275PS V6 diesel will accelerate from 0-60mph in just 5.8 seconds, yet return 51.4mpg and emit 144g/km CO<sub>2</sub>.

Finally, and reserved exclusively for the all-new XF S, is the 380PS supercharged V6, capable of covering the 0-60mph sprint in 5.1 seconds on its way to an electronically limited maximum speed of 155mph. This is

the same engine that is used in the F-TYPE sports car, but this will be the first time Jaguar has used it in a saloon.

There was no news of a V8 version at the time of the car's launch, but watch this space...

Every engine in the all-new XF, from the 163PS four-cylinder diesel to the 380PS supercharged V6, is available as an eight-speed automatic, while the four-cylinder diesels will have the option of a six-speed manual transmission. Like the automatics, it was developed in partnership with ZF.

### Infotainment

The second-generation XF features two state-of-the-art infotainment systems. The standard system is InControl Touch and is based around an eight-inch capacitive touchscreen with Jaguar's new user interface. The touchscreen supports gestures familiar to those using smartphones and tablets, such as swiping to move from one page to the next or to change tracks, and dragging to scroll across maps. It also features voice control, enabling One-Shot Destination Entry (which allows the user







to speak an entire address in one, simple command) for the navigation system, or to call a contact directly.

The all-new XF is the first model to feature the second system – the new InControl Touch Pro premium infotainment system. At the heart of InControl Touch Pro is a 10.2in capacitive touchscreen. There are no buttons either side; instead, all the functionality has been neatly integrated into the bottom section of the touchscreen. Like a smartphone, the home screen can be customised: wallpaper can be set to any image, and widgets can be added to provide shortcuts to favourite features. The touchscreen even accepts pinch-to-zoom gestures.

InControl Touch Pro also supports the latest generation of Jaguar's Dual View technology, offering a 100 per cent increase

in screen pixel count and brightness for sharper, clearer images.

## Driver aids

The new XF is crammed with exciting, cutting-edge driver aids. The most revolutionary is the all-surface progress control (ASPC) system. Applying knowledge from Land Rover's experience in off-road technologies, it's designed to aid traction on very low-friction surfaces, such as snow, ice or wet grass.

ASPC works like a low-speed cruise control and can operate between 3.6km/h and 30km/h. The driver initially activates the system by pressing a button on the centre console, and thereafter uses the cruise control switches on the steering wheel to set the maximum speed. After that, the system does all the hard work because it doesn't just provide fine control of the

throttle, it also uses the brakes in opposition to the throttle so that, from standstill, only very low engine torque is applied to the driven wheels. ASPC is available with all engines paired with automatic transmissions.

The XF is also one of the few vehicles to feature a forward-facing stereo camera as standard. This state-of-the-art sensor, packaged in front of the rear-view mirror, generates a 3D view of the road ahead. The information is interpreted by highly sophisticated image-processing software and the output used by a wide range of advanced driver-assistance systems.

One of the most important is the autonomous emergency braking (AEB) system. If the controller determines that a collision with a vehicle ahead is likely, the brake system is pre-charged and the driver given audible and visual warnings. If no avoiding action is taken and the collision is deemed to be imminent, full braking is initiated to avoid it or mitigate the effects.

The cameras also enable the all-new XF's lane-departure warning (LDW) and lane-keep assist (LKA) systems. By monitoring the vehicle's position relative to lane markings either side, LDW can prevent drivers from drifting out of lane by triggering a visual warning in the instrument panel and a haptic warning (a slight vibration) through the steering wheel rim. If the driver drifts too close to the edge of the lane, the LKA system can guide the driver towards the centre by applying a small amount of counter-steering.

Finally, the all-new XF features a laser head-up display (HUD). Projecting key information such as vehicle speed and navigation instructions onto the windscreen makes it easier for the driver to concentrate on what matters most – the road ahead.

● **The all-new XF is available to order now, priced from £32,300 in UK.**



## XF's high-wire reveal

Officially launched in New York, the all-new XF was actually revealed the week before during a daring high-wire water crossing in the heart of London's business district. To demonstrate its lightweight aluminium-intensive construction, Jaguar enlisted the help of expert British stuntman Jim Dowdall, veteran of Hollywood movies including Bond, Bourne and the Indiana Jones films. He was tasked with driving the all-new XF 240m across two high wires.

The feat took place high over the Royal Dock in London's Canary Wharf. As dangerous as any Bond film stunt, just two 34mm carbon wires, suspended 18m above water, supported the vehicle on its three-minute journey. Thankfully, Dowdall and the XF survived the epic stunt, which was streamed live on the company's website.

**Footage of Jim's daring drive can be viewed at: [www.jaguar.co.uk/newxf](http://www.jaguar.co.uk/newxf)**






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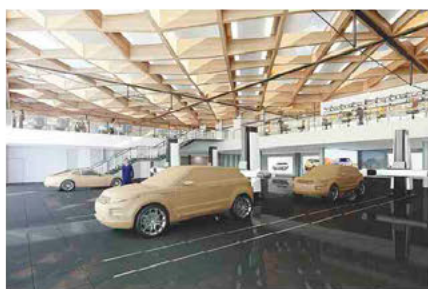
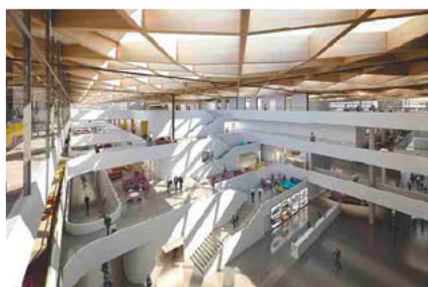


# New hub for automotive innovation and skills

**A** new innovation centre at the University of Warwick is to become the hub for JLR's advanced research.

The 33,000 sq m facility, which is due to open in spring 2017, will boast cutting-edge workshops, laboratories, virtual engineering suites and advanced powertrain facilities equipped to enable a full range of design, visualisation and prototyping activities.

However, the National Automotive Innovation Centre (NAIC) has a second significant role to play – that of inspiring the engineers of tomorrow and developing the skills we need in the UK to ensure Britain remains globally competitive.



Dr Ralf Speth, JLR's chief executive officer, said of the centre, "As well as helping Jaguar Land Rover create key technologies that will deliver new experiences for our customers, plus smarter, safer and more connected cars and a low-carbon future, the centre will deliver wider benefits to the UK automotive industry.

"It will provide a collaborative environment in which to research and develop the designs and technologies that will shape the vehicles and personal mobility solutions of the future."

Along with hosting visits for school children to inspire them to begin a STEM-based career (science, technology, engineering and maths), the centre will also address the shortage of skilled R&D staff in the automotive supply chain. The aim is to help create a pipeline of people into companies nationwide, including the creation of many apprentices in specific areas of vehicle technology.

Added Dr Speth, "The NAIC builds on the success we have enjoyed as part of our long-standing relationship with WMG [founded by Professor Lord Bhattacharyya in 1980 to help reinvigorate UK manufacturing] at the University of

Warwick, and I am delighted that we are now less than two years from realising the long-term strategic vision shared by Mr Ratan Tata and Professor Lord Bhattacharyya for a national hub for automotive innovation and skills."

When the centre opens, 1,000 highly skilled people will work there, and Jaguar Land Rover will be able to co-locate 600 of its engineers, researchers and technologists to work collaboratively with academics and R&D specialists from across the automotive supply chain.

Details of the specific research projects that will take place in the NAIC will be announced in due course, but these will be long-term, multi-disciplinary challenges – such as electrification, smart and connected cars and the Human Machine Interface.

The development of the new NAIC facility will complement Jaguar Land Rover's product research and development centres in Gaydon and Whitley. While the NAIC will become the hub for JLR's advanced research teams, Gaydon and Whitley will continue to be the company's centres of excellence for engineering and product development.



## JLR appoints new engineering director

Nick Rogers is to succeed Dr Wolfgang Ziebart when he stands down from the role of engineering director. Mr Rogers will assume board-level responsibilities for Jaguar Land Rover's global engineering operations, reporting directly to CEO Dr Ralf Speth.

Commenting on the new appointment, Dr Speth said, "Nick has worked for Jaguar Land Rover for more than 30 years and has broad experience across engineering, manufacturing and product delivery. His experience, skills, passion and dedication to Jaguar Land Rover will make him a great leader for the engineering team. I

wish him every success in leading the teams that are creating the new Jaguar and Land Rover advanced technologies and vehicles of the future."

Dr Ziebart will continue to work with Jaguar Land Rover, focusing on technology development. Said Dr Speth, "Dr Ziebart joined Jaguar Land Rover in July 2013 and has led the engineering team through a period of continued growth as we have expanded our product range. I would like to thank Wolfgang for his stewardship, counsel and advice through this period, and I look forward to his on-going involvement with the business."



## Expansion at Whitley

Jaguar Land Rover is also set to expand its advanced engineering and design centre at Whitley, Coventry, with the purchase of an additional 62 acres. This will more than double the current 55-acre site, adding an area the equivalent to the size of over 30 football pitches.

Commenting on the expansion, Dr Ralf Speth, JLR's CEO, said, "This expansion will help ensure the sustainable growth of Jaguar Land Rover, with the development of ultra-low emission technologies.

"Design leadership, technical innovation and engineering excellence lie at the heart of this responsible business and we are committed to investing in the skills needed to continue this success into the future.

"Great people and great products are the essence of this great British company."



## JLR's own Dragon's Den

JLR is to launch a project in Portland, Oregon, USA, to encourage, promote and support new software-based, automotive-technology companies in America.

The Innovation Incubator project begins in May 2015 with an outreach programme to American universities. The focus will be on finding innovators who have great potential ideas, but need JLR's technical help to make these concepts a reality. Around 120 start-up companies will be selected to work with JLR over the next decade.

Matt Jones, head of future infotainment, JLR, who will manage the new facility, said, "This incubator approach will enable us to seek out and encourage young companies with brilliant ideas for new technologies who may lack the technical skills or knowledge of the automotive industry to move their ideas forward. As well as mentoring them and offering them technical support, they can base themselves with us and develop and test their ideas in our brand new, collaborative and innovative environment in Portland."

Nick Rogers, JLR's new engineering director, added, "As well as pioneering new ideas and developing our own technologies in-house, we want to develop more collaborative partnerships with the world's leading technology businesses. We want to cast a wide net and invite technology start-ups to pitch us their ideas, rather like TV's Shark Tank or Dragon's Den. If we think they've got something innovative that could enhance the experience customers

have in our vehicles, we want to support them and help develop their ideas."

This support includes a space in the new 'Innovation Incubator' centre, where JLR will recruit 50 experienced engineers to work directly with the entrepreneurs to help make their ideas a reality.

Jaguar Land Rover has already run a pilot for the Innovation Incubator programme and has identified a social media project called Vonsor, which is currently being developed with JLR's engineering team in Portland. The system will allow drivers to take live footage from cameras inside and outside the vehicle, edit them together on the vehicle's touchscreens and then share the footage on social media.

Justyn Baker from Vonsor explains, "This is completely in tune with the social media generation. People of all ages love to capture their experiences on their smartphones and share them. The Vonsor system allows you to save both your on- and off-road driving adventures, with cameras integrated into the vehicle filming anything from wheels articulating over an obstacle to the whole family having fun inside the car while driving along. Vonsor would allow you to collate all of that footage, edit it together and post it all from the vehicle's touchscreen – so everyone can share the experience.

"We met Jaguar Land Rover at a start-up pitch competition, and it has been great to get their support and insight. It has helped to open my eyes to more possibilities than I had ever imagined."

## OBITUARY

### Philip Young: September 21, 1948- March 11, 2015



The world of classic rallying is in mourning following the fatal accident of Philip Young. Philip was the energetic driving force behind the immensely popular historic rally scene and the exciting Trans-Am rally. He was involved in a tragic motorcycle accident during the Mandalay Rally in Burma that he never recovered from.

Philip began his career as a journalist with the *East Kent Mercury*, but it almost never happened. Experiencing difficulty in gaining a job interview, he was encouraged by a chance conversation with a stranger in a pub. Those words gave him the determination to continue and it was only later that he learnt the gentleman's name was Ian Fleming, author of the James Bond books.

In the Eighties, Philip started his own magazine, *Sporting Cars*, and twice won the Guild of Motoring Writers journalist award. As part of his work, he covered a number of rallies, which prompted such interest that he started the Historic Rally Car movement. It was around that time that our own Paul Skilleter bought the ex-Pat Moss Austin A40 from him.

Philip proved a serious competitor, but it was his ambitious organisational abilities that set the path for the worldwide interest in historic rallying. Each year, the rallies became more adventurous – the Peking Paris, Sahara Challenge and the Road to Mandalay joining stalwart events like the Classic Marathon and Monte Carlo Challenge. In 2013, along with Paul Brace, he set a new world record driving from Cape Town to London.

Philip also had an interest in politics and was a Wadhurst Parish Councillor. As editor of the *Liberal News*, he developed a lifetime friendship with David Steel, introducing him to the world of rallying in the process.

We add our sympathies to those flooding in from across the world and would like to send our condolences to his partner Jane Young, daughter Emma, and sister Francis.

**Jim Patten**



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# EVENTS

A ROUNDUP OF ALL THE BEST JAGUAR EVENTS BOTH AT HOME AND ABROAD

## Goodwood Members' Meeting March 21-22, 2015

Jaguar was well represented at the 73rd Members' Meeting, where the track schedule was packed with fiercely contested races and high-speed demonstrations, featuring cars from the pre-war era through to Group C prototypes from the Nineties. Under bright blue skies, Andy Wallace won the Sopwith Cup for Fifties saloons in a 'Mk 1' – definitely a highlight.

Meins and Huff came third in the Graham Hill trophy driving an E-type, beating Williams and Newall (10th) and Hunt/Blakeney-Edwards (11th) in similar cars. Sam Hancock, in a Lister-Jaguar Knobbly, won the Salvadori Cup (taking fastest lap in doing so), with Shaun Lynn in a similar car close behind in second.

A fabulous demonstration of Group C included three Jaguars: the XJR-11 that won Silverstone in 1990, the XJR-9 that finished fourth at Le Mans in 1988 and the XJR-12D that came second in the 1992 Daytona 24 Hours.

It was a great weekend of classic racing at an event that seems to be improving each year.



The start of the fabulous Group C demonstration run, with the three TWR Jaguars at the front



Le Mans winner Andy Wallace won the Sopwith Cup in a 3.4 'Mk 1'



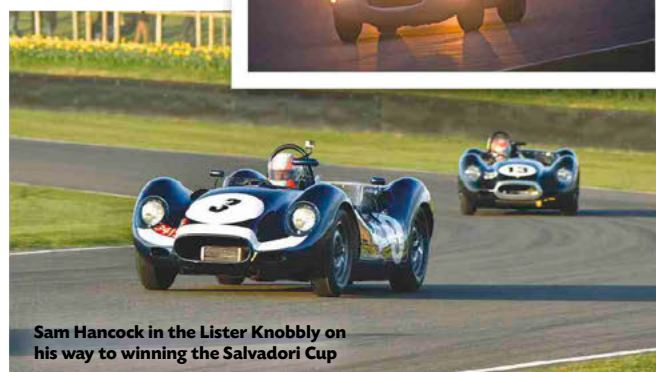
The XJR-9 of Christian Glaesel finished fourth at the 1988 Le Mans



The E-type of Hunt and Blakeney-Edwards during the Graham Hill Trophy



Sam Hancock demonstrates the XJR-11



Sam Hancock in the Lister Knobbly on his way to winning the Salvadori Cup





## Jaguar Spring Spares Day March 22, 2015

Judging by the turnout at this year's Stoneleigh event, punters were oblivious to the suggestion that certain internet auction sites would render the Jaguar Spares Days unnecessary. In truth, there's nothing like mingling in the hallowed halls where just about every Jaguar need can be fulfilled.

There is always something to catch the eye, like the new old stock cooling fans for a Series 2 E-type or an XK 120 bonnet with racy louvers. Many enjoy the facility offered by SNG Barratt of picking up pre-ordered spares or taking advantage of its clear-out stock. As well as other big players

such as Martin Robey and David Manners, many of the dedicated specialists were there to discuss punters' needs, for example overhauling an overdrive or understanding a bespoke wiring harness.

The cars-for-sale area was as interesting as ever, and we saw a rough engine-less Series 2 E-type find a new home. There are always a good number of enthusiasts just having a clear out, liberating funds to spend on more Jaguar parts.

Put October 11 in your diary, and enjoy the tactile experience of actually seeing the parts you intend to buy.



## Discount tickets for Brands Hatch

May 31, 2015

Discounted tickets have been negotiated for the XJ Coupe event to be held at Brands Hatch on May 31. Go to the link below and enter the discount code JEC. Day passes will cost £8.00 and a full weekend £14.00.

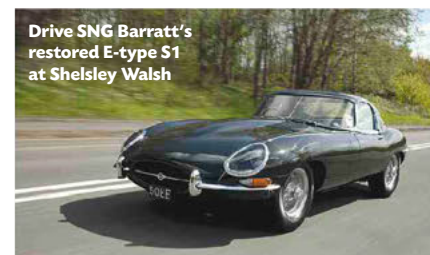
[www.brandshatch.co.uk/calendar/2015/may/bh-cscc.aspx](http://www.brandshatch.co.uk/calendar/2015/may/bh-cscc.aspx)

## SNG Barratt open day & hillclimb May 30-31, 2015

On Saturday 30 May the Jaguar parts specialist, SNG Barratt, is once again opening the doors of its Bridgnorth headquarters. The day will include lunch and refreshments, tours of its workshop and a mini autojumble where Barratt's team will sell some of its seconds and used parts not usually available to buy.

The following day SNG Barratt is also organising a special E-type Hillclimb Day at Shelsley Walsh where it's possible to test the performance and handling of the company's S1 4.2 roadster, 50 EE, as featured in the August 2012 issue of JWM.

For further details and to apply for a drive of the E-type, please contact [events@sngbarratt.com](mailto:events@sngbarratt.com).



Drive SNG Barratt's restored E-type S1 at Shelsley Walsh



## Growler XII May 16, 2015

This year's Growler event, the annual XK Enthusiasts' Club gathering, will be held at Warwick Castle on Saturday, May 16, 2015. Last year, the event attracted nearly 200 cars and the club's chairman, Mark Gregory, is looking to beat that record for 2015. The show is open to all XK owners (both X100 and X150), not just XKEC members, plus anyone with an F-TYPE.

There will be a number of special attractions throughout the day, as well as some trade stands and the opportunity to win one of the many trophies on offer. The XKEC website homepage ([www.thexkec.co.uk](http://www.thexkec.co.uk)) has a video from last year's gathering.

For further information, please contact Mark Gregory at [mark.gregory@xkec.co.uk](mailto:mark.gregory@xkec.co.uk).



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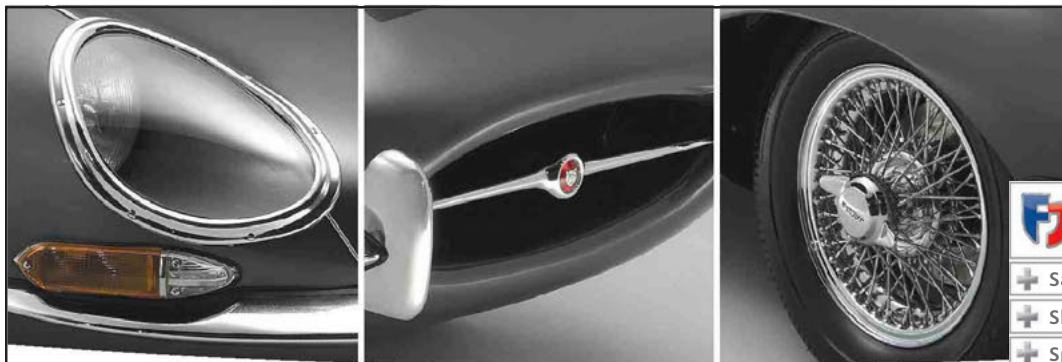
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\*All cover is subject to insurers terms and conditions, which is available upon request. \*\*Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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## LETTER OF THE MONTH

Last week, I bought two items of significance – your magazine and a 2005 XK8 4.2S. The XK8 is pure indulgence for an early OAP like myself. I've owned and driven several Jaguars since passing my test in 1965, but nothing like this one.

My dad was a mechanic in the Fifties and I grew up around cars. My earliest

Jaguar memory is of an SS 90 he bought, as a non-runner. Three of his close friends had Jaguars – a 1957 Mk VIIM, a 1959 Mk IX and a 1966 E-type. I remember sitting in the latter and thinking I was piloting an aeroplane!

Some while ago, I had a job delivering new BMWs for the UK's largest dealer and can honestly say the

German marque has nothing close to the XK8, let alone Jaguar's current offerings, and I've driven samples from the entire BMW range. My XK8 has carbon fibre trim, 20in BBS rims with type R discs and calipers. It looks like it is flying, even standing still.

The magazine is great, keep it up.

**Ray Ganderton**



### Jaguarness

The subject of Jaguarness has graced these pages a lot recently, and I feel that Chris Hubball's letter (see Mailbox, April 2015, p17) was spot on.

I have owned several Jaguar models over the last 20 years, my latest being an XF diesel, but I'm very unimpressed with the ride quality of this car. On its 19in wheels, the ride is bumpy, while the poorly finished interior squeaks and rattles. On the plus side, I think it's good-looking in its silver paintwork. But, for a car labelled as a premium luxury, I don't think it is.

I had a brief spell (five months) at the wheel of a BMW 730i SE and this had a far superior ride quality, but was bland to look at. Mr Hubball compares the XF to driving the German opposition. I would compare it to a Ford or Vauxhall. The best ride quality I have found in any of my previous Jaguars was in my XJ8 before the timing chain tensioners failed, and in my XK8, which fell prey to the same fault. This put me off Jaguars and I moved to Porsches that have so far suffered no problems at all. I bought my Jaguar because I needed a car to carry my mother's wheelchair, impossible in a Porsche 997.

I recently had a new F-TYPE for a long weekend courtesy of Jaguar; a very impressive fun car, it received the looks, but I still much prefer my 997 in drivability.

I love the magazine.

**Gary Miller**

## TWR rarity?

I was interested to read in the March 2015 issue about Stig Moltu-Jacobsen's TWR 3.6 Cabriolet (see Q&A, March 2015, p88) – a very rare beast, indeed. I own various TWR catalogues and price lists and they appear to confirm what Ray Ingman states that there were no engine modifications offered for the 3.6 engine.

Stig's car appears to have everything else, though, amounting to what TWR called a Code II Specification. There should be a chassis plate confirming this in the engine bay. It would be interesting to know if his cabriolet has the very rare TWR rear-seat conversion, leather trimmed to match the rest of the interior, available for £1,389 in 1985.

As regards the modified exhaust system, it appears TWR did not provide this for the 3.6, and it looks as if someone has removed the middle silencers on Stig's car. I have done this on my 3.6 TWR-modified XJ-S and replaced the pipes with the AJ6 Engineering version. The result is an aural delight from the twin tailpipes, particularly with the windows wound down when travelling through a tunnel. My car, registration number E3 TWR, has a number of the TWR options. Like Stig, I am no longer a youngster – just an 'old-boy racer'.

**Michael Scott**



According to Michael Scott, Stig Moltu-Jacobsen's TWR 3.6 Cabriolet is a rare car



The F-TYPE's aluminium chassis was developed for the car

## Chassis development

With AWD introduced on the F-TYPE for the 2016 model year, the question arises how Jaguar can economically produce so many iterations of this low-sales volume car. A part of the answer may be that the underlying architecture of the F-TYPE is more familiar than many would realise, and is actually a development of well-established Jaguar technology. We know that the F-TYPE is not based on the same architecture as the XE, so what platform does the F-TYPE use?

Jaguar seems to help us answer this question by identifying the F-TYPE development programme as the X152. The XK was known as the X150, so it would seem that the F-TYPE is a somewhat truncated and modified version of the

XK platform. Actually, I think we can look further back to the X350 (XJ), Jaguar's first modern all-aluminium construction. It, of course, begat the X351 (the current XJ) that was built to accommodate Jaguar's V8 and V6 engines, as well as AWD.

I am, therefore, surmising that the F-TYPE is a development of the X150 platform with front-end modifications similar to the X351. Therein lies a strategy for economies of scale and amortization of investment over an extended number of units.

**John A. Myers**

*The F-TYPE's chassis is a brand new one, developed especially for the car. Due to its high development costs, we expect to see it being used further, such as in a possible two-plus-two version of the sports car – Ed*

## Manners cost nothing

I write regarding John Duffy's letter (see Mailbox, April 2015, p17) replying to Michael Jones (see Mailbox, March 2015, p17). I have been in the motor trade most of my working life, driving an infinite number of cars, both FWD and RWD. I have also owned Jaguars of all types during my 45 years' driving. I can categorically state that a FWD car will always be better in the snow than a RWD. The fact that the weight of the engine is over the driving wheels is the deciding factor (there are others), hence drivers in the past putting a heavy weight in the boot for better traction. I am a Jaguar man through-and-through and all my Jaguars have been RWD, yet I state with no hesitation that because the engine isn't over the driven wheels that RWD Jaguars are very low on the pecking order in snow (and yes, Mr



Duffy, I do know how to drive in these conditions).

However, my main gripe with Mr Duffy is when he says Mr Jones is 'talking nonsense'. How rude is that? If Mr Jones were wrong (and, in my opinion, he is not) he should simply be called 'incorrect' – not that he is 'talking nonsense'. Manners cost nothing.

**John Deaville**



## TWITTER YE NOT

**Ian Callum @IanCallum**

Had a great day launching the new XF. Such a privilege being leader of the team of the second generation of the car we invented

**Steve Walker @steve\_cars**

Jaguar has been dangling the new XF over a dock with no real explanation as to why...

**Lance Bradley @Lance\_Bradley\_**

Great to have my E-type out again. First time this year

**Brian Johnson Racing @BrianJohnson**

Cars That Rock, Series 2 – Running Order: Ep1: Jaguar, Ep2: Land Rover, Ep3: Alfa Romeo, Ep4: McLaren, Ep5: NASCAR, Ep6: MG

**Deon Schoeman @Deon\_Schoeman**

Best of the breed and last of a generation: Jaguar XFR-S still oozes class and muscle as new XF waits in the wings

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# RICHARD BREMNER

## *New XF styling*



WHAT DO you think of the new Jaguar XF/Ford Mustang/McLaren 570S (delete as appropriate)? It's a question I'm frequently asked as a motoring hack, often by colleagues, sometimes by the makers of the cars themselves. What they're usually after is what you think of the car's styling – and the answer, I find, is rarely easy to give.

That's partly because I often see a car for the first time in photographs, or in the stark surroundings of a styling studio, or on a show stand's glittering floodlit plinth. Inspecting a car like that is not always a good guide. I need to see it in the real world, out on the street, on motorways and in traffic and with its competitors before I can form a decent opinion. More than that, I need to get used to it, to see it several times over a longer period. Once I've done that, I'm much better positioned to arrive at a conclusion.

None of that is possible when staring at a Jaguar XF for the first time, housed within the confines of a trendy white-walled warehouse somewhere in New York (which is where I was lucky enough to be recently). This is a preview event for the New York show unveiling of the car, at which assorted Jaguar Land Rover personnel, a few celebs (I'm not much of a spotter of the type, but Jodie Kidd is there), and journalists mill around a white XF and a duotone long-wheelbase Range Rover Autobiography of borderline taste.

This is the first time I see an XF in the alloy, previous sightings being of Jaguar images. Which did not, I thought, reveal a particularly exciting car. It looked remarkably like the outgoing model, but was spoiled by having a third side window, rendering it BMW-like and unimaginative. But I remembered in time, as I always try to do, that you shouldn't judge a car in the first instance, for all the reasons cited above.

When I saw its picture for the first time, I had parked my

disappointment to wait for that first sighting of the real thing in New York – where, at first, I don't like it much more. The car looks better planted than it does in the pictures, but the 'me-too' shape of that third side window makes it look like loads of contemporary saloons, from the Mondeo or Hyundai i40 to a BMW. And the other car that the new XF looks like is the old XF.

While musing on this, I am asked by Jaguar's managing director, Jeremy Hicks, what I think of it. Cue a repeat of the above, including my thoughts about those windows. But Hicks was unfazed, saying that during the car's development he had asked the design department not to change the XF too much. Why? Because it's a success, selling

even more strongly towards the end of its life than it did at the beginning. It's easy to forget that Jaguar is a minnow to the BMW, Audi and Mercedes trouts, and getting its look known can be as much of a challenge as paring weight or improving steering feel. As Ian Callum said in his presentation, 'Consistency is very important to enable people to recognise the car.' Which is why the

new XF's bold, inset grille looks pretty similar to the old XF's bold, inset grille.

Another reason is that, having found success with a model, few manufacturers are brave or foolish enough to throw away a popular design after just one iteration. The investments involved are too big. That's why the VW Golf, now in its seventh generation, has such strong links to the first, why the new Audi R8 looks startlingly similar to the original and why Jaguar repeated the 1968 XJ saloon formula so many (too many) times.

Of course, very few people have seen the new XF on the road, me included. As I've often discovered, opinions often shift with familiarity and context. So, I will wait before finally deciding. And may even end up liking those extra windows. 🐾

**The new XF does have a striking resemblance to its predecessor, but, as the saying goes, 'If it ain't broke, don't fix it.'**

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# JIM PATTEN

## *The survivors*



ALTHOUGH WE sometimes lament the loss of this or that prototype, what I find absolutely amazing is the survival rate of some of our more historic cars. In last month's *JW*, we featured the prototype S.S.90 that, but for a trick of fate, might have been turned into some sort of hot rod and possibly lost forever.

E1A, the first E-type prototype, did not survive, although the remains of the body, crushed and cut, have been salvaged from the scrapyard and are to be resurrected back to the original form. Okay, not quite a survivor, but at least we will have an opportunity to see what the original version looked like. Be prepared for an E-type on a small scale. E-types seem to have a built-in resilience, with a number of important cars making it through. Both Geneva and New York motor show cars not only exist, but also are in good shape, as are the two pre-show press cars, 77RW and 9600HP. The first lightweight, despite going through every stage of development (originally BUY 1, now WPD 4) found its way into long-term ownership and today continues to be raced. In fact, many lightweight E-types have managed to ride through the vagaries of time and have a reassured future.

Over the last year, we have featured not one, but two, prototype XK 120 fixedhead coupes. Like the Geneva show E-type, XK 120 chassis number 679001 was treated like any other car in the lean years. It was only when there was a need to consult the chassis number that its true significance came to light. Ending in 001, the owners realised that

they had something special. But back in the Sixties and Seventies, these cars hadn't the importance we attach to them today. Offer a car with competition history and most people would have run a mile, reckoning it to have been thrashed to within an inch

of its life and not worth the trouble. Vintage owners had a different attitude and, for a while, had the old-car scene to themselves. Other survivors include the special so-called salon body cars, those bodied by Ghia and others. Often fragile, it is a wonder that they came through intact. Restoration must be a nightmare. If you have such a car, we'd love to hear from you.

I cannot but delight in knowing we have a good number of historic cars with us today and all have a measure of desirability. With that comes value – and fakes. Paperwork and history can have a huge bearing on the value of a car, so how tempting must it be to pass off one version as another simply by tinkering with numbers. A little research turns up missing chassis numbers and, with a bit of behind-the-scenes work on a donor car, lo and behold, it has been 'discovered' and the classic world is excited and large sums exchange hands. Then, a year or two down the line, the real car turns up and things get nasty. Well, as good as the fakers are, modern science is even better, with the latest investigative techniques able to spot the lie. Intent to fraud is a very serious crime and, as the saying goes, you will be banged to rights. ■

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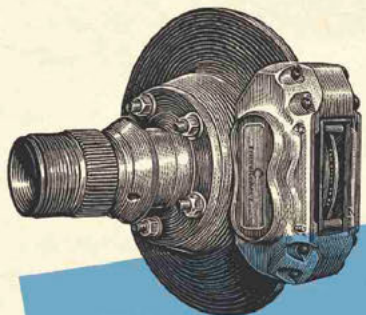
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# KEITH HELFET

## *Rig testing*



Picture: Michael Baile



THE RECENT news that the size of Jaguar's engineering centre at Whitley is to be increased reminds me of when the building was first completed in the mid-Eighties. Coming from Browns Lane, which by comparison was very old fashioned, the new building was a huge improvement in terms of the extra room and modern facilities. There were drawing offices, a large studio, and workshops for engine design and development. One area was also set aside for rig testing.

This was a big step in Jaguar's quest to improve reliability. Up until then, most testing was completed on the roads, including the XJ40 that covered several million miles in all conditions. Yet rig testing allowed individual parts to be tested in a more controlled environment and real-world situations.

The rig-testing workshop was a strange place. Although there was lots of noise, since the machines operated by hydraulics there was hardly anyone around. Their purpose was to continuously test all the car's mechanical parts (except engines – they were tested elsewhere) until destruction or to simply measure wear. A hydraulic actuator would open and close a door, for example, testing its handles repeatedly for hundreds or thousands of cycles. Same for the windscreen motors, switchgear and bonnet release. This was to make sure they could be reliably used over the lifespan of the car.

This also helped to improve the perceived quality of our cars by including an area that, up until then, hadn't been thought

about – rattles and squeaks. When you have thousands of moulded parts that are close together it often results in annoying noises. Yet to eliminate them is an art form, since some parts have to move against each other. But unwanted noises are the biggest giveaway of poor quality. Rig testing quickly and easily illustrated these problem areas, and we, in the studio, would often have to redesign certain parts to help them feel more integrated, reducing squeaks. It helped to flush out most potential problems before the car reached market, important if Jaguar was to lower its warranty bills which, with the XJ Series 3 and early XJ40s, was huge.

This was, arguably, the final piece of the puzzle in terms of improving the quality of Jaguar's cars in the Eighties and Nineties. Not only were the designs now accurately built, thanks to computer-aided design and manufacturer (CAD/CAM), and repeatedly so, due to total quality management (TQM), the components were now exhaustively tested

making the whole car much more reliable. Even today, this process can still be felt. Step from an early XJ40 to an X308 and you'll soon notice a large difference in terms of quality.

making the whole car much more reliable. Even today, this process can still be felt. Step from an early XJ40 to an X308 and you'll soon notice a large difference in terms of quality.

■ Keith Helfet was a designer at Jaguar between 1978 and 2002. His most famous creations are the XJ220 supercar plus the XK180 and F-type concepts. He currently runs his own design company

**Mechanical parts for late XJ40s were jig tested, hence why they were arguably better built than the earliest examples**

**RIG TESTING QUICKLY AND EASILY ILLUSTRATED PROBLEM AREAS, AND WE WOULD OFTEN HAVE TO REDESIGN CERTAIN PARTS**

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# GRAND. *designs*





## For the XJ-S' 40th anniversary, we bring together nine examples to tell the history of Jaguar's groundbreaking and successful Grand Tourer

**T**he significance of the XJ-S on Jaguar's history cannot be overlooked, as not only was the car in production for 21 years – longer than the E-type and both generations of the XK – but with a production run of 115,413 it's one of the company's most successful models. Numbers aside, it then took Jaguar in a new direction. Never the small, nimble sports car that its predecessor had been, it was a large and powerful Grand Tourer, and put Jaguar on a trajectory it would remain on for almost 30 years, until the demise of the X150 generation of XK last year.

Its path to glory wasn't an easy one. Customers were originally suspicious of this new type of Jaguar, especially with its bold flying buttresses behind the

C-pillar. As a result, sales were slow; so slow, in fact, their production had almost ceased by the early Eighties. What turned the XJ-S' fortunes around was an improvement in its quality and a more economical version of its V12. This was then followed by the option of a more affordable straight-six, plus a recovery in its image due to success in motorsport and two open-top versions. By the end of its production in the mid-Nineties, the XJ-S had evolved into a much-loved model, its sales healthier than ever. All a far cry from its uncertain beginnings.

To explain this meteoric rise and celebrate the car's 40th anniversary, we've gathered together nine different models that played a major role in the story of the XJ-S.



WORDS **PAUL WALTON**  
& **PAUL WAGER**

PHOTOGRAPHY  
**MICHAEL BAILIE**  
& **PAUL WALTON**





## 5.3 Coupe

*The original XJ-S in all its 15mpg V12 glory is a very different beast from the later cars*

At its launch in 1975, the original XJ-S was as abrupt a change of direction after the E-type as the starkly modern XF was after the self-consciously retro S-TYPE. The E-type was really getting long in the tooth by the mid-Seventies and the XJ-S was designed to be a bold new departure, looking to the future rather than leaning on any heritage associations. Gone were the elegant curves and delicate Sixties detailing of the older car, and in were Malcolm Sayer's technical shapes, designed to cleave the air as efficiently as possible, while chrome bumpers were replaced by plain black plastic and, inside, there wasn't a sliver of wood veneer to be seen.

It seems a reverse of the modern philosophy of mid-life facelifts, but the XJ-S began life with a thoroughly modern style and became progressively more traditional as the years passed.

This particular car dates from 1980 and, as a result, is one of the last examples of the original XJ-S to leave Coventry, because the HE model was introduced in 1981.

The pristine example is a rare chance to sample the pre-HE model; it is refreshing to sample the XJ-S in its purest original incarnation. Sitting on the standard Kent alloys with the tall 70-profile rubber, the shape has grown, if anything, more elegant with age and remains neatly proportioned and utterly distinctive. Inside, you find welcoming leather, but the fascia actually seems very modern in its elegant use of black plastic with aluminium infills and vertical instruments for the minor dials. It's pure Seventies in its style and all the better for it. With the early XJ-S, Jaguar wasn't trying to recreate or even replace the E-type, but move the game on wholesale.

Driving the car is a revelation since most of my experience with XJ-Ss over the years has been with the facelifted cars. As I accelerate gently onto the Bruntingthorpe runway, the V12 is as refined as I remember, and the only clue to our increasingly rapid progress is the gently lifting nose. The slender-rimmed wheel requires only a gentle touch and the demeanour







is very much that of an effortless long-legged grand tourer, rather than a sports car. I can feel the bulk of the car as I zig-zag through the track's chicane – the tall Dunlop SPs squirm under the weight transfer, but the trade-off is a relaxed ride and much less road noise than, for example, the later 6.0-litre or XJR.

Even this pre-HE example of the XJ-S is very much a Jaguar in its ability to blend refined pace with agile handling, and it's hard to pinpoint any contemporary competitors that offer quite the same range of qualities. The Mercedes is, frankly, rather stolid and the BMW 633CSi simply lacks the pace and charisma. In that respect, the XJ-S is a worthy successor to the E-type, and needs no excuses.

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## 5.3 HE Coupe

*The HE head gave the XJ-S a second chance and heralded much-overdue investment in the model*

The effortless V12 suited the character of the original XJ-S perfectly: an elegantly engineered powerhouse capable of whisking you to 150mph with less fuss than anything made in Crewe. And let's not forget the *CAR* magazine group test in 1977, which voted the XJ12 with the same engine the best car in the world ahead of the Cadillac Seville and Silver Shadow.

It did have an Achilles heel, though, and as time went on it became more of an issue: the big 5.3 did like a drink, to the point where 14-15mpg was a reasonable average in everyday use. Even wealthy owners who could stand the cost of the fuel didn't relish twice-daily fuel stops. There is a brilliant example of one automotive publishing magnate who would squeal his Double-Six to a halt between two rows of pumps so that any colleagues travelling with him could jump out and fill the left-hand tank simultaneously.

Clearly, this wasn't helping sales of the car, and by 1980 the figures were on the floor – Jaguar is rumoured to have sold just a handful of cars in 1980 and, as we've noted, there was genuine consideration given to the thought of ceasing production entirely.

Enter Michael May, a Swiss engineer who developed what was known as the Fireball cylinder head design. The original V12 had used a flat-faced cylinder head with the combustion chamber in the piston, but May's design switched to a more conventional arrangement. By creating a more efficient head casting, it improved efficiency of the V12 to the point where fuel consumption was up to a quoted 22mpg. It may still sound pretty thirsty, but that's a 57 percent improvement, which explains the HE badging – High Efficiency – adopted by the revised V12 cars. Usefully, the Fireball head also came with the bonus of a power improvement to the tune of 300bhp, some 15bhp up on the pre-HE cars.

The HE engine was introduced in 1981 and, at the same time, the XJ-S was treated to a minor facelift, gaining higher gearing (a 2.88 diff' ratio against 3.07) and a move from 6in to 6.5in x 15in wheels with 215/70 tyres. The suspension was revised, the steering was sharpened up and that stark interior, which had seemed so modern at launch, was given a more traditional wood and leather makeover.







The result was a car that sat more happily in the marketplace against the more modern competition – BMW could only offer a straight-six engine in the 635CSi and although Mercedes could offer a V8, nobody this side of Ferrari could sell you a V12, and now the Jaguar had usable economy, too.

So how does the HE-powered car shape up against the pre-HE V12? Unsurprisingly, they feel much the same and also significantly different. The most obvious difference comes before I even fire it up, the interior now a much more traditionally Jaguar place to be, with the traditional round dials and wood veneer in place of the older car's plastic and aluminium. It's worth noting this example has an after market steering wheel.

On the move, the post-HE car feels more relaxed than before, courtesy of the revised gearing. Although it has more power than the older example, it's lost

some of the pre-HE's sports car demeanour. The wider, less-compliant rubber make it feel sharper, but it's obvious that the development focus was gradually turning the XJ-S into less of a cruiser and more of a sports car – something that was, of course, being achieved to very great effect at around the same time by Tom Walkinshaw aboard the TWR-prepared racer, seen elsewhere on these pages.

That's not to dismiss the HE-engined car with faint praise, though. The recalibrated steering and suspension further improve the car's already very capable chassis, and give it handling that belies its weight. The XJ-S could now keep up with both Mercedes and BMW's range-topping coupes and barely break a sweat while doing so.

**THANKS TO: OWNER CHARLES TENNANT**





## 5.3 V12 Group A touring car

*Not a natural racing car due to its size, TWR still turned the XJ-S into a successful one*

With Jaguar on the back foot in the early Eighties, its focus was on improving the quality of its cars, not racing them. But all that changed when a blunt-speaking Scotsman went to see John Egan at his office, convinced the XJ-S could take on the European Touring Car Championship.

Wind the clock back a few years, and the car had actually raced not long after its 1975 launch in the hands of an American, Bob Tullius, and his Group 44 team, which competed in the Trans-Am Championship. Once the mighty V12 had been tamed, the car was very successful, with Tullius winning both the 1977 and 1978 driver's championships. But, in the early Eighties, Group 44 turned its attention to sports car racing (it was Tullius who first returned Jaguar to Le Mans, competing with the XJR-5 in 1984) and the XJ-S was dropped.

That could have been the end of the car's motorsport career if the European Touring Car Championship hadn't adopted new Group A rules for the 1982 season. These included the banning of wings and spoilers, while any size tyre could be fitted as long as they could be squeezed under the standard wheelarches. It was eligible due to having four seats, and with its 5.3-litre V12 Walkinshaw (who had started a racing team in 1976 following his successes in British Touring cars) argued the car could be quick. Although Egan saw the potential, Jaguar had no money to pay for a season in racing, so the chairman agreed to supply the cars and components and pay TWR £200,000 for every victory.

Walkinshaw was also a talented driver and, with the help of Jaguar's engineers, the car was soon developed into a competitive – if simple – racing car. It didn't have power steering or power brakes, since Walkinshaw wanted to ensure the car was reliable and easy to work on. What it did have was huge amounts of power, power that Walkinshaw and his British teammate, Chuck Nicholson, soon put to good use. The pair took pole in the car's second race and won its fifth. They were victorious another three times during 1982, validating the Scot's decision to take the XJ-S racing.

With Jaguar becoming an official sponsor in 1983, the team became a two-car entry, taking five victories and finishing second in both the driver's and the manufacturer's championships. With more money coming from Browns Lane (resulting in the cars having a British Racing Green livery), little was left to chance for the 1984 season. New, lighter cars were built that featured more powerful engines. Developed by TWR and using Zytek electronic fuel injection, the V12 now developed 450bhp at 7,300rpm, while a ZF five-speed gearbox replaced the standard four-speed unit. The cars were then fitted with 17in Speedline alloy wheels that enabled the use of massive 14in diameter brake discs. The pre-season work paid off and following seven wins (including the prestigious Spa 24 hours), Walkinshaw and his TWR team won their relevant championships. The car seen here was raced by the Scot throughout the 1984 season and is today owned by Jaguar Heritage, it



having been bought at auction following the TWR Group's liquidation in 2002.

These on-track successes had a huge effect on the image of the XJ-S. Sales of the car increased throughout TWR's ETCC campaign, so this brief racing interlude should be seen as an important milestone in the model's history.

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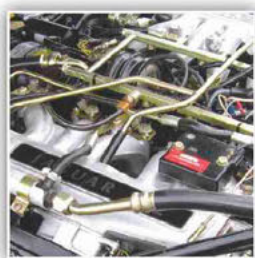


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## 3.6 Cabriolet

*Jaguar's first open car in a decade helped to revive the company's fortunes*

Following the HE Coupe, the most important car during the XJ-S' Eighties revival was the 3.6 Cabriolet. Not only did the model officially return Jaguar to open motoring for the first time since the demise of the E-type in 1974, it also launched a new straight-six engine, the AJ6. Affordable and economical, the variant opened the XJ-S up to a much wider audience.

Still at the start of its own renaissance, in the early Eighties Jaguar had little money for developing a new model. However, chairman John Egan knew an open XJ-S was central if the model was to be revitalised, so Jaguar's management team came up with the cabriolet idea. Instead of the complicated bracing that a full convertible would need, rigidity was retained by using a central bracing hoop over the cockpit. Meanwhile, costs were kept low by using the existing screen, A-pillars and doors. As Sir John told *JWM* in 2012, "There wasn't a huge amount of tooling costs and there wasn't a huge amount of engineering." A low-tech, but clever, solution.

Coupe bodysells were transformed into cabriolets, but because Jaguar didn't have

the facilities to do that, the cars were shipped to specialist coachbuilders, including Park Sheet Metal Company of Coventry (who removed the famous flying buttresses) and the Aston Martin Tickford works, where the roof was added (this was eventually moved in-house). It was a complicated procedure, though, which meant the Cabriolet was a special-order model only.

That didn't concern Egan since as well as raising the company's profile the car had another mission. By the Cabriolet's 1983 launch, the XJ40 was close to reaching production and the new AJ6 engine would be an important element of the new car – and Egan saw the open XJ-S, and especially its more numerous coupe sister, as a way of putting some serious miles on the 3.6 version of the AJ6 to ensure it was ready for the higher volumes of the XJ.

The combination of an open XJ-S and the straight-six engine was a good one, creating a considerably different kind of car to the V12 coupe. With a high-revving, flexible engine, and no roof, the Cabriolet appeared more like a sports car. This is especially true of the example seen here, which is fitted with the

Getrag five-speed manual 'box. Adding the flexibility that's perhaps missing from those with the four-speed automatic, a quick flick down a couple of gears unleashing more of the engine's 225bhp before powering through a corner is reminiscent of the E-type's nimbleness. Due to the bracing hoop that incorporated tubular steel strengthening, plus a transmission tunnel stiffening panel and a rear cross frame bolted onto the body and suspension cage, the Cabriolet feels stiff and it doesn't suffer from scuttle shake. The steering is light, perhaps too overly assisted, but it's still precise and it's not hard to line the big car up perfectly for a corner.

It's a very enjoyable driving experience and while only 1,150 3.6 Cabriolets were made between 1983 and 1987, along with 3,863 V12 versions that became available in 1985, it's easy to see how the Cabriolet and the higher-volume 3.6 coupe helped to reinvigorate the XJ-S and the company as a whole. But perhaps not as much as the car that would follow.

**THANKS TO: OWNER BRYAN THOMAS**



# 5.3 V12 Convertible

*Glamorous and powerful, the V12 Convertible turned the XJ-S into a boulevard cruiser*

A full XJ-S convertible had been on Egan's mind since he joined Jaguar in 1980. By the mid-Eighties and with the company's fortunes on the upturn, he was finally in a position to make it a reality. But it wasn't the first. Believing its North American customers wouldn't accept the Cabriolet's complicated targa roof arrangement because they were used to the powered hoods of domestic cars, Jaguar Cars Inc had already offered a convertible. Made by the coachbuilders Hess & Eisenhardt, it was sold through Jaguar's North American dealers. However, development of the official car was in the hands of Karmann of Germany.

Some serious re-engineering was required to convert the coupe into a convertible. A special rear bulkhead was needed and steel tubing was built into both sill areas that ran the full length of the wheelbase, supported by new cross bracing. To save money, Jaguar retained the existing fuel tank position, which resulted in the hood sitting high on the rear deck when folded. There also wasn't room for a hinged panel to cover the roof, as on the Mercedes Benz SL, and the fabric tonneau cover had to be manually fitted, which, by the standards of the day, was very old fashioned.

Yet the result remained a handsome car that kept all of the XJ-S' presence and was also very elegant. Launched at the 1988 Geneva motor show, the V12 convertible's £36,000 price tag might have made it the most expensive production Jaguar to date

(£9,000 more than the coupe), but it was an instant success. In 1988, 2,803 were sold, 2,014 of them heading to the States. In total, 30,946 convertibles of all varieties would be built, making it a major force in the XJ-S' resurgence during the final eight years of its life.

It's easy to see why. Even among the other eight cars gathered here, there's something very special about the green convertible I'm about to drive. Long, low and very sleek, it stands out in the same way a cougar would in a cage of lions. With no roof, it's easier to slip behind the steering wheel than a low-roofed coupe, and I'm soon greeted by the usual level of XJ-S sumptuousness – acres of soft leather and so much veneer I feel as if I'm travelling with half a forest with me. It's little wonder, with its almost perfect exterior lines, that the car was so successful.

This is even more obvious when I fire the massive 5.3-litre V12. So smooth I can barely hear it under power, the car feels strong and confident, but not aggressive like the current supercharged V8 Jaguars. Its official 0-60mph time was eight seconds, but the car's acceleration seems more relaxed than that, and it will keep going until it reaches 146mph (or I've run out of runway).

The pre-facelift convertibles like this one often suffer from massive scuttle shake, curable by retro fitting the facelift front crossbrace. This car must have had this since it doesn't suffer from scuttle shake and so road imperfections or fast corners won't



unsettle it. However, the large amount of strengthening beneath the surface means the convertible weighs an extra 100kg over the coupe. That extra weight translates into a loss of the nimbleness of the 3.6 Cabriolet. But the V12 Convertible was never that kind of car – it was about driving with the top down to your summer residence on the French Riviera before cruising along the boulevard to your favourite restaurant. And 19 years after production finished, it still is.

THANKS TO: OWNER CHRIS BROWN





# 4.0 Convertible Celebration

*A major facelift and a new 4.0-litre engine helped the XJS to remain popular*

By the start of the Nineties, the car was beginning to look dated. Although Jaguar had tried to keep its big GT fresh with new alloy wheels and trim updates, there was little doubt the overall style belonged to another time. And so the same team that developed the convertible gave the XJS (the hyphen also dropped at this time) its largest and most significant facelift in the 21 years it was in production. Around 180 of the car's 490 panels were changed, which were then made from fewer separate parts so their quality was also improved. The most obvious exterior changes were the restyled rear lights that featured more modern rectangular lights and a broad, chrome strip across the boot edge. The rear windows were extended and the front quarter lights removed. At the front, the grille reverted back to black and a new chrome strip was inserted along the front of the bonnet. Inside, the famous barrel dials were replaced with traditional, circular versions and there were redesigned front and rear seats.

The 3.6 also made way for the 4.0-litre version of the AJ6 that had already made its debut with the XJ40 in 1989. Power increased from 199bhp to 223bhp, which knocked half a second off the car's 0-60mph time. Initially the facelift appeared only in coupe form, the convertible not arriving until the spring of 1992.

Once Jaguar started updating the XJS

there was no stopping it and in 1993 the car received further changes. These included new colour-keyed bumpers, while the convertible became a four-seater. Outboard rear brakes were also adopted. More importantly, in the summer of 1994, the AJ6 engine gave way to the AJ16. Still with 4.0 litres, it featured improved induction porting, new cam profiles, a high compression, new pistons and a new engine management system. All of this resulted in a seven percent increase of power, from 223bhp to 244bhp.

The gorgeous red example seen here is even more special because it is a Celebration model. Revealed in 1995 to honour Jaguar's 60th anniversary, although the cars weren't changed mechanically, they were given a more luxurious interior bringing the AJ16-engined cars in line with the 6.0-litre models. The bonnet badge was a gold enamel version of the Jaguar Growler on a green background, while new Aerosport 16in alloys were added (the five-spoke chrome alloys as seen here were still an option). All Celebrations, both coupes and convertibles, came with the 4.0-litre engine.

All these changes helped the XJS to stay relevant and the 4.0 was arguably the most desirable. With its economical engine, handsome looks and room for four, the XJS made the jump from a specialist car to something close to mainstream.

This very late example from 1995 certainly feels different to the 3.6 Cabriolet



I drove earlier. The interior is more modern for one thing: with its round dials and improved quality, it doesn't feel like it's from the 18th Century, although the basic angular architecture of the dash remains the same as the earlier cars. Plus, the gearknob is a more familiar round shape rather than the XJ-S' famous plastic T-bar handle.

The 4.0 engine is a little smoother than the 3.6. It accelerates more keenly and, while it doesn't have the overall grunt of the V12, it's still responsive. With improved steering and braking, it remains a highly sorted and capable car. But then, after 20 years of development, it should.

THANKS TO: OWNER IAN PICKERING

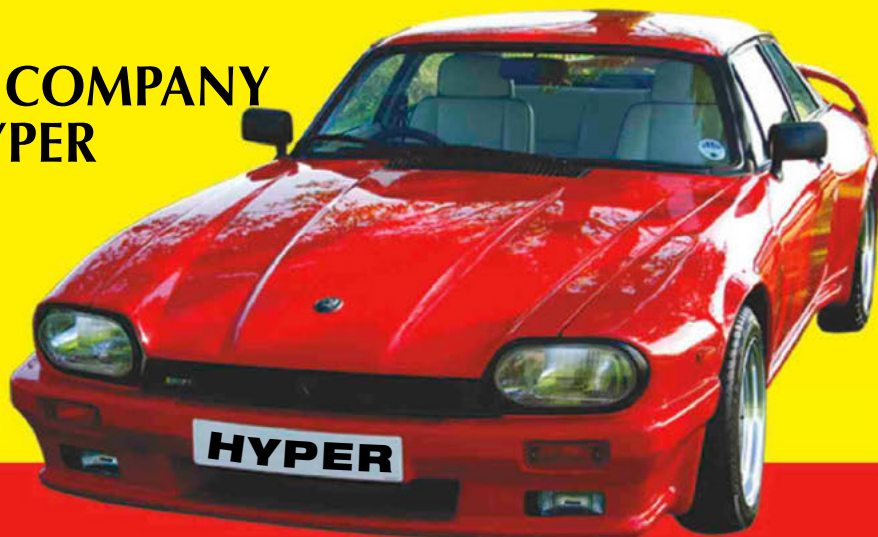


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# 6.0 XJR-S

*As the original R model, this was a harder-edged XJS featuring TWR's own V12*

Jaguar's current generation of R-branded cars have a reputation for ultimate performance, but it's an accolade that started in the Eighties with the XJ-S.

Following its successes in the European Touring Car Championship with the Group A XJ-S, in 1984, Tom Walkinshaw Racing began offering a range of special road versions under its JaguarSport banner. The cars featured a unique GRP bodykit and 15in Speedline alloy wheels, while inside there were new seat covers with inlaid stitched panels of tweed, colour-coded to match the exterior paintwork. There was also a new leather-trimmed, four-spoke steering wheel.

Both the 3.6- and 5.3-litre engines were available, which boasted a 10 percent power increase over standard thanks to the full-flow exhaust. Alternatively, a 6.0-litre V12 was also available. With a special long-throw crankshaft, forged pistons and remapped electronics, power was increased to 380bhp and the car had a top speed of 170mph. A manual 'box could also be specified. The standard brake discs were replaced with 10.6in versions of the rear and 11.6in at the front, both with lightweight four-pot callipers. The suspension was then lowered, with stiffer springs and gas-filled dampers, while the steering was recalibrated for more feel.

In 1988, and with its first Le Mans victory in 31 years under its belt, Jaguar wanted to improve the image of its cars, making them appeal more to younger buyers. It began offering these TWR-developed cars (including the XJR that received a similar treatment) through 20 specially selected dealers (more would soon follow). A new company was created to build them, also called JaguarSport, which was owned 50/50 with TWR. Standard production models left Jaguar's Browns Lane factory and were sent to the JaguarSport facility near Oxford to be converted.

Specification of the original XJR-S comprised of a styling kit, 15in Speedline alloys, minor trim changes and unique badging. The car's springs brakes, engine management and gearbox were all standard. The first 100 cars celebrated the Le Mans victory: painted in a special Tungsten Grey exterior colour scheme with matching interior, each car had a unique build number stamped on the doorsill. In spite of a price tag £3,000 more than a standard V12 coupe, all 100 sold in just four days. It's thought around 300 of these early 5.3-litre XJR-S models were built.

Following criticism that the car wasn't much faster than the standard model, in 1989 JaguarSport announced a more powerful version. Using a TWR-developed 6.0-litre V12, the extra 648cc obtained from a longer-stroke crankshaft (78.5mm instead of 70mm) with Zytek sequential injection, digital ignition and modified air intakes, power was 318bhp. Front and rear spring rates were increased and 16in alloys replaced the previous 15in versions.

When the XJS was facelifted in May 1991, the R-S model followed suit, arriving in January 1992. This time, the bodykit was styled by Jaguar's own studio, with a result that the car looked and felt more like a mainstream model. The 6.0-litre engine received more power, too – thanks to a less restrictive catalytic converter and a revised engine management system, it was increased to 338bhp. The XJR-S was also sold in the USA for the first time, albeit restricted to just 100 cars, half of which were convertibles. (The XJR-S was never offered as a convertible in the UK, although it's known that a couple of prototypes were built – see *JWM*, February 2010.) The XJR-S was eventually phased out as Jaguar adopted its own 6.0-litre version for the standard V12 model in 1993.

The car seen here is a facelifted model from 1992. With its sculptured sills and discreet rear







spoiler it's a very handsome car, more so – in my opinion – than the final standard 6.0 model that's also present. Other than the JaguarSport steering wheel, the interior is pretty standard, but that's not an issue because quality had been improved by then – although I'm sure owners of the day thought otherwise, because at £48,000 in 1992, the XJR-S was six grand more than the standard coupe.

The 6.0-litre engine sounds a little deeper than Jaguar's own. Its acceleration is hard, harder than both the 5.3 and Jaguar's own 6.0-litre V12, but then, the XJR-S could reach 60mph in 6.1 seconds, 1.5 seconds faster than the standard coupe. The ride is firm, but not uncomfortable, its grip on the tarmac is vicelike and the steering is beautifully weighted and precise.

For anyone with a current supercharged V8 model, this will sound spookily familiar. As the F-TYPE R is the most extreme version of Jaguar's current sports car, so was the XJR-S a generation earlier.

THANKS TO: RYSZARD NOWOBILSKI





# Lynx Eventer

*Although never a production model, this XJ-S estate was a successful transformation*



Many specialist companies have tried their hand at modifying the XJ-S, most pushing the limits of Jaguar's V12 or adding a not-so-subtle bodykit. But arguably, with more than 60 examples, the most successful was also the most subtle: the Lynx Eventer. Jaguar's big GT might not have seemed a likely candidate for an estate conversion, but that's just what this Sussex-based specialist did.

Lynx started as a classic car restorer in the mid-Seventies and migrated into building very popular C- and D-type replicas. It also began making convertible versions of the XJ coupe and the XJ-S, the Spider. As

the car Jaguar should have offered from the start, it was a popular conversion and 72 were built – until Lynx got wind there was to be a factory-built open XJ-S on the horizon, the Cabriolet. Realising that this would effectively finish off its own car, Lynx needed a new project and decided on an estate version of the XJ-S, since there was no chance Jaguar would do that in-house. It was designed by Lynx's director Chris Keith-Lucas, who was conscious that the car's practicality shouldn't ruin its driving dynamics. To this effect, he made the rear door sloping. That way, larger objects couldn't be carried that would affect the XJ-S' handling.

Lynx considered the car's usefulness and decided that the normally fixed rear seats should be cut in half so they could be folded flat to extend the load bay. This resulted in 1,300 litres of space.

One of the biggest problems Keith-Lucas faced was trying to attach the new, extended roofline onto the existing metal. He settled on an entirely new roof, with the original being cut off three inches behind the screen and easily hidden. A new, kidney-shaped fuel tank was also designed to wrap around the spare wheel well.

First shown at the 1982 British Motor Show, the car was praised for its good looks and became reasonably popular, despite being an expensive conversion – £8,000 in 1984 and, by the time of the last one in 2002, £20,000. It's not known exactly how many were built – the general consensus is either 67 or 68 – but they were based on all varieties of XJ-S. Fifty-two were pre-facelift

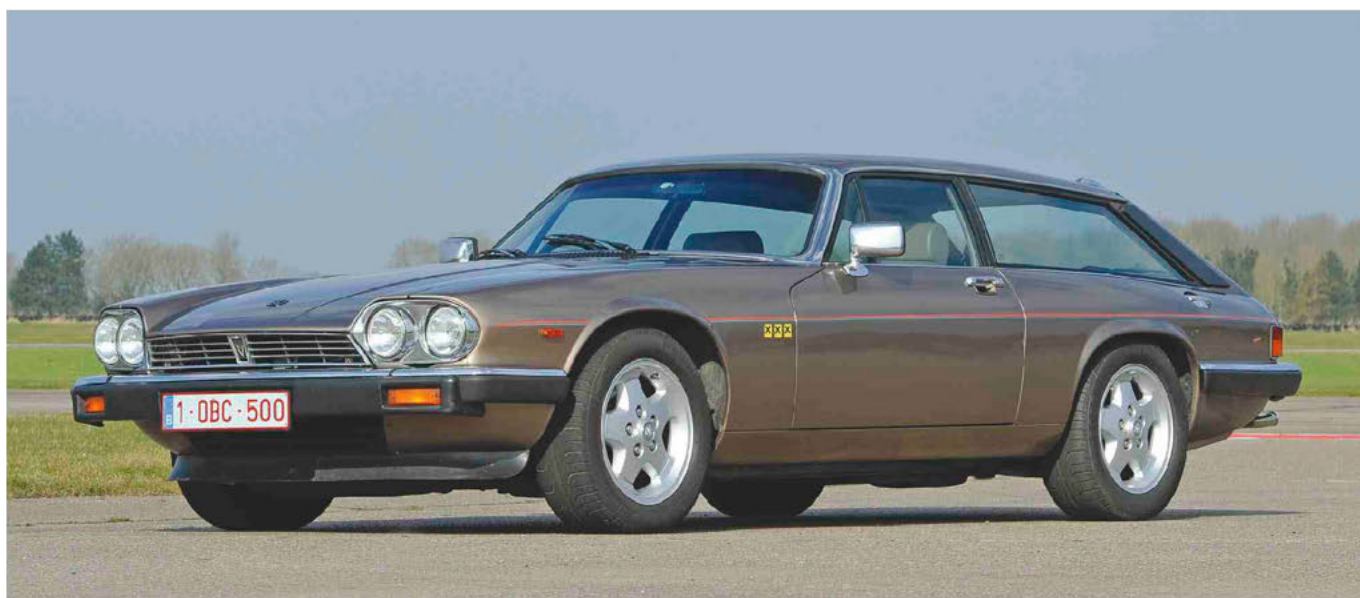
cars, 15 were post-facelift, three had the 3.6-litre engine and just one had the 4.0. All the rest were V12s, with a couple based on the XJR-S and just one a TWR car.

The bronze car seen here, car number 41, is typical of the breed – a 1985 5.3 V12. When seeing one surrounded by standard models, it's easy to see why the Eventer remains so popular. With its beautiful lines and perfectly judged proportions, the car looks as if it originated from the factory, rather than a workshop on the south coast of England. This level of professionalism then continues inside. Lift the wide tailgate (that strangely fuses the bottom half of the XJ-S' boot lid with a Citroën Ami rear window) and inside is a sumptuously trimmed load bay. It might not have the volume of a Volvo estate, but the room offered is still useful and there's even a perfectly flat floor.

Yet one of Lynx's greatest achievements was to maintain the character of an XJ-S on the road. The extra metalwork hasn't muted the V12's performance and chopping the roof off and adding another hasn't affected the handling. It's still lithe, controllable and agile – it's only when I look in the mirror and see the rear window further away than usual, am I reminded what I'm driving.

Practical and handsome, and yet with the feel of an XJ-S, there's little wonder the Eventer remains such a popular conversion.

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# 6.0 Coupe – the last off the line

*The last-ever XJS produced is a mightily credible performance car and shows just how far the design had been developed over its 21-year lifespan*

By the Nineties, Jaguar was no longer alone in offering V12 power for mainstream production cars: BMW, with a long-time chip on its shoulder from having only straight-six power to fight Mercedes' V8s, had revealed its own V12 in 1988, which meant that Mercedes, in turn, quickly jumped on the bandwagon in 1992.

By then, Jaguar had developed the 4.0-litre straight-six XJS into such an attractive proposition that the V12 was starting to fall from favour as the gap with the V12 car closed.

The solution was to uprate the V12, which had barely been touched since the adoption of the HE head in 1981, which, as the TWR racers had proved, had plenty of development left in it.



The 6.0-litre TWR car had been offered from the beginning of 1992, but as you can read from Paul Walton's driving impressions, it's a very different animal from the regular production XJ-S with its harder edged 6.0 V12 and bodykit – and as a result, would always be a specialist model. Having seen what was possible with the engine, Jaguar developed its own 6.0-litre version of the V12 in 1992, which was gradually introduced for the 1993 model year and was another different animal to the TWR engine. Subtle rather than sporting and offering 308bhp against the TWR engine's 338bhp, it remained similarly effective without the sports exhaust and spoilers. The 6.0-litre would become the standard version of the V12 and would remain with the XJS until the end of production, now paired with a modern four-speed automatic gearbox, courtesy of GM.

This car is as late as it's possible to get when it comes to an XJS: it is, in fact, the last-ever car to leave the production line in 1996. It features diamond-cut alloy wheels, a wood-rimmed steering wheel and special gold badging.

I tried this 6.0-litre coupe at the same time as driving the 1980 pre-HE car, and the difference couldn't be more obvious. The myriad detail changes introduced over the years to trim and interior make the late car feel considerably different from behind the wheel and, in fact, the look and feel is more generic mid-Nineties than the unique style of the older cars.

Twist the Ford-style key, though, and the V12 still feels every bit as refined – largely because I can still barely hear it. Slip the GM 'box into drive, ease







on a bit of throttle, and the car oozes away with impressive refinement for a design that was by then over two decades old. I've spent a fair bit of time around BMWs of this era over the years, and the XJS certainly feels more refined than the much-maligned 850i, which also boasts V12 power.

Just a flex of the ankle away, though, is a tidal wave of power that sees the big coupe gain speed impressively rapidly, yet without losing any of its decorum. Out on the two-mile runway at Bruntingthorpe, speeds of well over the 100mph mark are still achieved with one hand resting lightly on the wheel while engaging in a gently spoken conversation with a passenger.

You might think that the age of the basic design would be creakingly obvious at the first corner but, in reality, the XJS remained a competitive performer right

to the end. Yes, its bulk is obvious as soon as I pitch into the chicane, but initially it's the driver (that'll be me, then) who bottles out before the car gets anywhere near its limits. This is, after all, an irreplaceable car and I really don't want to be the journalist who goes down in history for writing it off with just 7,000-or-so miles showing. These late-model cars wear modern low-profile rubber – 225/60 tyres on 7x16 rims – and this helps to give correspondingly higher levels of grip than the 70-profile rubber on the Eighties cars.

It's a fascinating comparison with the earlier XJ-S and perfectly showcases the talent of Jaguar's engineering during the Nineties. Of course, in many ways, it's not its older brothers we should really be comparing this car with, but a BMW 850CSi and Mercedes 600SEC. I have a sneaking feeling, though, that the Seventies Jaguar would still hold its head up high.

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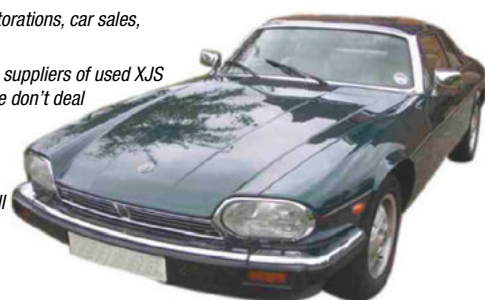
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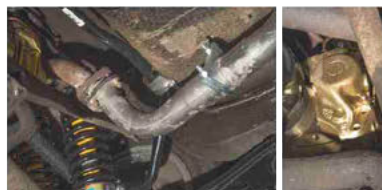
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| DRIVE BELT ALT      | FROM         | £6.68           | FROM         | £7.96           | NAC2211BA    | £6.76           |
| DRIVE BELT COMP     | EAC3878      | £5.76           | EAC1605      | £8.04           | NAB4705AA    | £6.48           |
| DRIVE BELT AIR PUMP | EAC6335      | £7.25           | EAC6335      | £7.25           | NAB4705AA    | £6.48           |
| DRIVE BELT          |              |                 | EAC1323      | £7.80           | EAC1323      | £7.80           |
| DRIVE BELT FAN      |              |                 | C43070       | £5.94           | C43070       | £5.46           |
| FUEL INJECTORS      | FROM         | £51.83          | EBC2409      | £289.80         | EBC2409      | £289.80         |
| AIR CONDENSOR       | FROM         | £153.83         | FROM         | £268.10         | FROM         | £200.66         |
| RECEIVER DRIER      | MHD7410AB    | £73.44          | MHD7410AB    | £73.44          | MHD7410AB    | £73.44          |
| FRONT BRAKE PADS    | FROM         | £17.83          | FROM         | £17.83          | FROM         | £17.83          |
| REAR BRAKE PADS     | FROM         | £12.65          | FROM         | £12.65          | FROM         | £12.65          |
| HAND BRAKE SHOES    | JLM2209      | £42.85          | JLM2209      | £42.85          | JLM2209      | £42.85          |
| FRONT DISCS         | JLM776       | £30.00          | JLM776       | £30.00          | JLM776       | £30.00          |
| REAR DISCS          | FROM         | £16.72          | FROM         | £16.72          | FROM         | £16.72          |
| ENGINE MOUNTS       | FROM         | £9.64           | FROM         | £7.85           | FROM         | £7.85           |
| ANTI ROLL BAR BUSH  | FROM         | £2.31           | FROM         | £2.31           | FROM         | £2.31           |
| A.R.B LINK ASSY     | C46186K      | £13.80          | C46186K      | £13.80          | C46186K      | £13.80          |
| FRT V MOUNT         | FROM         | £14.38          | FROM         | £14.38          | FROM         | £14.38          |
| FRT X MEMBER BUSH   | FROM         | £6.12           | FROM         | £6.12           | FROM         | £6.12           |
| REAR CRADLE MTG     | FROM         | £11.14          | FROM         | £11.14          | FROM         | £11.14          |
| RADIUS ARMS         | C41831       | £81.00          | C41831       | £81.00          | FROM         | £81.00          |
| LOWER W/BONE BUSH   | C8673        | £2.34           | C8673        | £2.34           | C8673        | £2.34           |
| TOP W/BONE BUSH     | CAC9295      | £8.70           | CAC9295      | £8.70           | CAC9295      | £8.70           |
| TOP BALL JOINT      | CAC9938      | £11.40          | CAC9938      | £11.40          | CAC9938      | £11.40          |
| LOWER BALL JOINT    | JLM11860     | £10.44          | JLM11860     | £10.44          | JLM11860     | £10.44          |
| FRT W/BEARING KIT   | JLM258       | £13.08          | JLM258       | £13.08          | JLM258       | £13.08          |
| RR W/ BEARING KIT   | JLM1708      | £20.40          | JLM9732      | £22.32          | JLM1708      | £20.40          |

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# 2+2 = THE EVE

With more space, room for children, and an automatic gearbox option,

**Q**UESTIONING BEAUTY is an emotive point of view, but there are times when extreme posturing makes no sense at all. Many a derisory finger has been pointed at Jaguar's 2+2 E-type, slating it as ungainly, out of proportion or simply just not good looking enough.

It's only crime is to have siblings of such outrageous good looks that whenever there is a poll for the best classic in history, the question is not which car will win, but what will come second. The E-type has made the top spot its own.

As beautiful as the open and closed E-types are, those fabulous good looks come at a cost. The inescapable limitations are sufficiently serious to deny ownership to a good proportion of the public: anyone above six feet in height will struggle to fit behind the wheel, while even the name alludes to its purpose, open two-seater. A certain type of sophistication was setting in during the Sixties, when car-buyers shunned the idea of traditional, harsh sports cars. To some extent, the American market paved the way with decent weather protection, heaters and even air-conditioning, passenger space and

most importantly, automatic transmission. Drivers there tended to be taller in stature, too, which rendered the standard E-type redundant to them. Jaguar was aware of these shortcomings from the outset and, in what proved to be a somewhat circuitous route, solved the problem by coming back to basics and simply tweaking the dimensions.

From its launch in March 1961, space had always been an issue. Few cared on announcement, as the car was more beautiful than anything seen before and if it meant driving with legs akimbo, they would do it. But then the complaints





WORDS & PHOTOGRAPHY **JIM PATTEN**

# RYMAN E-TYPE

Jaguar brought E-type ownership to a greater audience with the 2+2

started to dribble in with a danger of compromising sales. To some extent, these questions were addressed when the floors were dropped to allow space for the feet, while scoops were cut into the area behind the seats, improving rearward adjustment. The solution wasn't perfect, but it was enough. Jaguar knew from the outset that if it was to have a production success with the E-type, another model had to join the range or some drastic alterations were necessary. Enter project XJ4 (XJ was Jaguar parlance for experimental Jaguar).

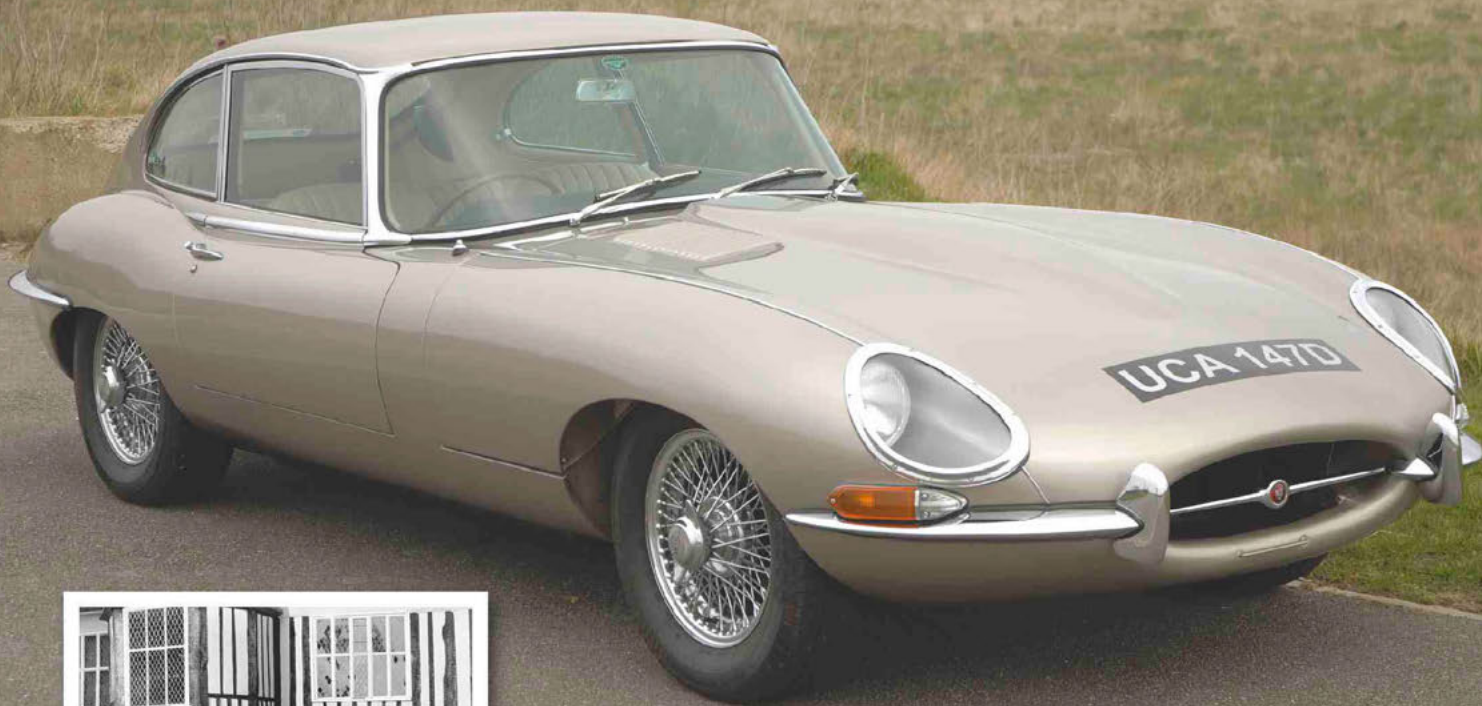
The realisation first dawned at the New

York motor show in 1961, when it became clear that a larger car was needed. A trans-Atlantic telephone call from Sir William Lyons to Coventry alerted the factory to the need of a longer, wider car. And he would like to see some ideas on his return! George Mason, Bob Blake, Geoff Joyce and others were sent into a whirlwind of challenges, stretching, sketching and redesigning every aspect of the E-type as they sought a way of gaining those extra inches. It became official, too, when the project was placed on the hallowed list of experimental models. Try as they might,

the results were always awkward. An early prototype was built, but according to Peter Wilson, who was in experimental at the time, the car wasn't easy on the eye (although it was finished and fully trimmed), and the project was put on hold.

It was hauled out again in 1962 and fitted with a Borg Warner Model 8 automatic gearbox. At MIRA, during tests with three in the car, the gearbox let go in spectacular fashion – and it was back under the dustsheets. Nothing definitive happened and, in 1963, a memo was sent to Sir William from William Heynes





**Prototype 2+2 publicity shot**

to consolidate the aims and objectives. The body should be lengthened by at least seven inches and the roof raised by three and a half, which would allow the use of occasional rear seats. The longer wheelbase would also facilitate the use of an automatic gearbox. Vain attempts to accommodate all of these requirements within the parameters of the E-type were proving very taxing and, as the prime market would be America, the thought pattern strayed to a dedicated model, hence XJ4. With front and rear wings clearly E-type-inspired, the design pattern wandered into saloon car territory, the results being a very handsome coupe that would surely have seen success had it been introduced. It would certainly have been a valid competitor to most American coupes.

It is at this stage that paths cross between this feature and that of the XJ coupe in this issue. Saloon car development

had been going apace as soon as the Mk 2 was introduced. This model was swiftly followed by S-type and 420, with the large Mk X already replacing the Mk IX. The saloon range was getting a little messy with overlapping styles, and a single model policy was the preferred future choice. It was decided to continue with the XJ4 policy: because it had distanced itself from its true sports car base, the transformation into a saloon would be the logical step. That, of course, put any progress of the longer E-type back to square one. The eventual method of design was as simple as it was successful. Bob Blake laid the standard E-type fixedhead silhouette out onto a large drawing board. With floating lines, he was able to move the shape around until he reached what he considered to be the most attractive possible. With the wheelbase stretched by adding inches into the door, and the roof line raised, Sir William deemed it exactly what he was looking for and project XJ8 was born.

Prototypes were running early in 1965 with that all-important automatic gearbox. Of course, performance was slightly down on the strict two-seaters, but not enough

to cause concern. Preparations were made for a launch at the 1965 Earls Court Motor Show, but much to Sir William's annoyance, a factory strike precluded this. Lyons was intensely annoyed by industrial disputes. Jaguar employees were among the highest paid in their field and to delay the announcement of a significant new model could only harm everyone in the company and, in Lyons' view, was self destructive to his workforce. So, in 1965, just 13 cars were built, the launch now delayed until March 1966 at Geneva, followed by the New York Show in April. Although it would never receive the rapturous applause shown to the original car, it was welcomed, and the extra room and optional automatic gearbox were appreciated in many quarters.

With the E-type range now complete, the new model certainly had much to offer. The wheelbase was finally lengthened by nine inches, which not only allowed the use of an automatic gearbox and occasional rear seats, but the additional length in the door made entry and exit so much easier. Headroom was further increased by two inches, the height taken at the front of the car by the windscreen, and the roof

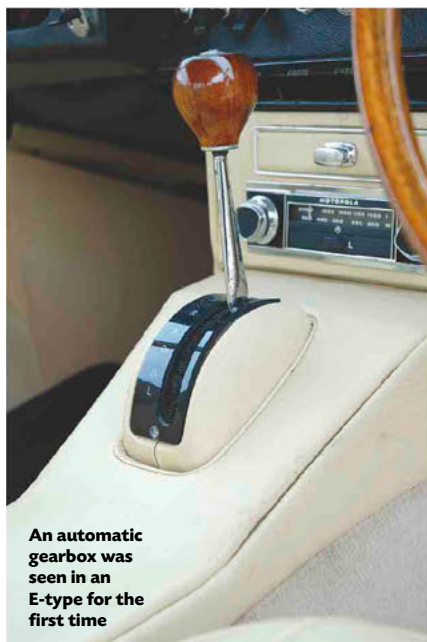


Wide doors give easy access to the sumptuous (but small) rear seats

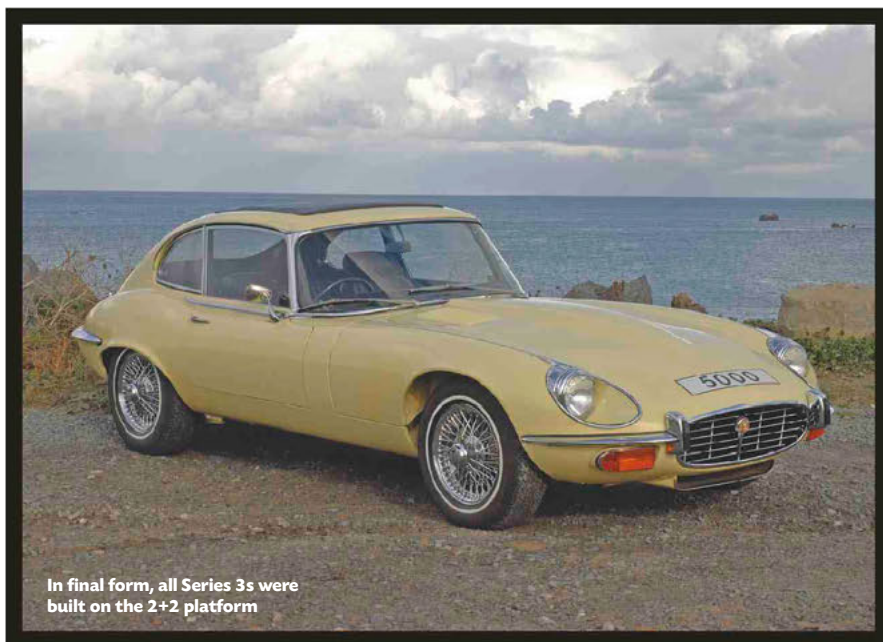


Rear-load area is massive when the seats are folded forward





An automatic gearbox was seen in an E-type for the first time



In final form, all Series 3s were built on the 2+2 platform

tapering off to the rear. Everything up to the bulkhead remained standard, which helped enormously in production costs. Split into clear thirds, apparently one third remained unaffected by costs, the next sector was reduced by modifying current tooling, and the final part was made up using new tooling. Anyone not used to the previous E-type models would have seen nothing to comment on, just another stunningly beautiful Jaguar. The windscreen followed the rake of the fixedhead, extending up to compensate for the increase height. The roof followed the usual sensuous flow line, taking in the rear-opening tailgate as it dropped to its conclusion.

Open those wide doors and the interior is immediately seen as open and airy. The front seats tip forward to reveal a well-upholstered bench arrangement in the rear, looking like a scaled-down saloon car seat. But, there was an ace up Jaguar's cunning sleeve. Although there was already a considerable amount of luggage load area accessed through that tailgate, the rear seat back was hinged on a cantilever system to bring the whole assembly forward, leaving a massive load area. This



Large glass area makes for superb all-round vision

## CHASSIS

| Chassis nos start          |          |          | Nos made |       | Total |
|----------------------------|----------|----------|----------|-------|-------|
|                            | RHD      | LHD      | RHD      | LHD   |       |
| 4.2 S1 2+2                 | 1E 50001 | 1E 75001 | 1,378    | 4,220 | 5,598 |
| 4.2 S2 2+2                 | 1R35001  | 1R40001  | 1,040    | 4,286 | 5,326 |
| 5.3 S3 2+2                 | 1S50001  | 1S70001  | 2,115    | 5,182 | 7,297 |
| Total manufactured: 18,221 |          |          |          |       |       |

E-type had truly become a superb Grand Tourer. Further minor changes were made to the interior. While the instrumentation remained untouched, the open glove box now received a lockable lid, something that would be adopted by all models. Using the additional space, a full-width, beneath-dash parcel tray (assuming the parcels are small, at least) provided a very useful facility. With the seats now slightly higher and the glass area increased, all-round visibility was much improved, too, although that magnificent view ahead over the bonnet remained exactly the same as on all models.

Mechanical changes were minor. The front suspension torsion bars were slightly thicker and the rear spring rates were uprated to cope with the extra weight. Simultaneous with the revised body, the opportunity was used to improve heat resistance to the interior, a situation much criticised on the earlier cars. Two gearboxes were offered: the excellent four-speed, manual, all-synchromesh unit or the new automatic type 35 Borg Warner. Where before owners enjoyed the no-compromise, exciting experience of the standard-wheelbase cars, now E-type motoring was opened up to an entirely new audience, be that taller people or those with a family, and all could specify an automatic gearbox. In reality, little was lost in everyday driving. The extra weight imposition of around 225lb and an increase of some five percent in the frontal area

led to a reduction in the maximum speed to 136mph, while zero-to-60mph was achieved in less than nine seconds using the automatic gearbox. The manual version proved considerably quicker.

As good as those rear seats were, any adult had to be of seriously challenged stature, with an equally stunted driver having the seat adjusted forward, to sensibly allow occupation in the back. A single adult could sit sideways for a short journey. But, for a family with a couple of small children, the arrangement worked very well – far better, in fact, than the much-later XK8.

As the E-type went through its changes, so did the 2+2. With the arrival of the Series 2, the first unique change was the windscreen being moved forward for a greater rake, improving the balance in many people's eyes. The most significant move came in 1971 with the arrival of the Series 3 E-type and its glorious V12 engine. From that moment on, only the 2+2 platform would be available and development of the new model would be on a modified Series 2 2+2 body. With a wider track, the Series 3 had a muscular look with mean-looking wheelarches covering the wider wheels. Both open and closed cars shared the same wheelbase, and a fixedhead coupe was not an option.

Cessation of E-type production officially came in February 1975, when the last E-type would be sold. No short wheelbase had been available since 1970. Interestingly, Jaguar had

## HISTORY

### E-TYPE 2+2

a bit of a clear out during the Seventies and sold off a number of 2+2 bodyshells. Many owners of earlier cars clambered to buy these brand new bodies for around £450. So, if you see an E-type registered as a 3.8 but with a 2+2 body, that's the answer.

No matter how we talk up the 2+2 or voice its many virtues, the inescapable fact is that the car is not as desirable as an open two-seater or fixedhead coupe. That is not to say it doesn't have a strong following of its own, and not just based on cost. As I know, using a 2+2 for touring Europe has to be the ultimate convenience. Where an open two-seater would struggle to hold a decent amount of luggage, and sending it on ahead becomes a real option, the plus

**Below: What began as an additional model to the E-type evolved into the XJ6. Note E-type-inspired rear wing**



Series 2 2+2 had a steeper raked screen

2 absorbs a good three weeks' worth of bags with enough room left over for the occasional case of wine and barrel of olive oil. Cruising speeds remain the same and it is no slouch over the mountains – where, for me, it excelled. Judging by the admiring looks when driving through any populated area, it scores well on the pose factor, too.

Restoration costs are the same as other models, higher even, because of the extra trim required for the back seats. But this could be offset by the original purchase price, especially if importing a rust-free car. A Series 2 automatic with power steering is the bargain-basement model, but (as we have done with our fixedhead coupe) there can be a blank sheet to work from with any number of possibilities. The longer wheelbase opens up several gearbox options

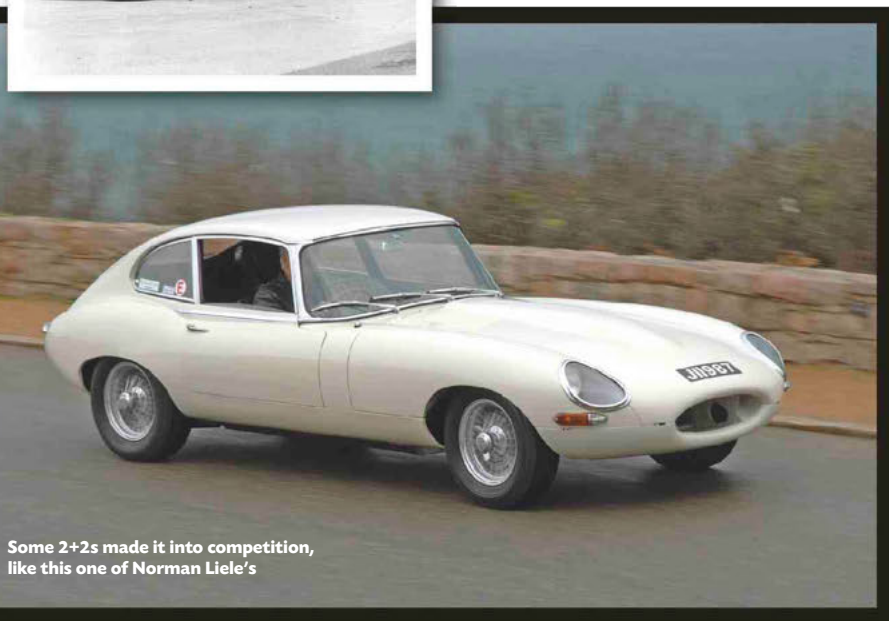
from Getrag to the excellent Toyota Supra units marketed by Realm. A Jaguar four-synchromesh with overdrive gearbox will also fit. Lofty England had one of his own, although Jaguar reckoned the overdrive not strong enough for E-type power, despite it being offered in the heavier Mk X/420G. Just have the overdrive beefed up if there is a worry. If the automatic remains the favoured choice, the XJ40-type, four-speed conversion makes a lot of sense. Dial in Mazda MX-5 seats, that slot in without too much fuss, and there is great potential. Think fuel injection to replace the later Stromberg carburettors, air-conditioning and other upgrades and a 2+2 has the potential to become a very serious piece of kit indeed. Clayton Classics has more than one client following this route, and confident enough to pay for it. With decent fixedheads now making over six-figure sums, the £50,000 2+2 is no longer unusual. We know it can be quick, too, as I discovered during a period of sprints and hillclimbs, while Norman Liele astonished us all with his converted automatic Series 2: using an overdrive gearbox, he sped up the course at the Jersey hillclimb.

We are fortunate to live in an age where modifications and upgrades are an accepted principal. With the massive demand for the open and closed cars, the 2+2 has gained a new respect based on its own attributes, rather than a cheap way into E-type motoring. This E-type owner for one applauds the new thinking. ■

### THANKS TO:

Renee Dolphin for the use of his Series 1 2+2 automatic. The car is currently for sale; call 07733 488318 for more details.

Some 2+2s made it into competition, like this one of Norman Liele's



### WEIGHTS AND MEASURES

|         | Weight  | length     | width      | height    |
|---------|---------|------------|------------|-----------|
| 3.8 OTS | 2,688lb | 14ft 7.5in | 5ft 4.25in | 3ft 11in  |
| 3.8 FHC | 2,699lb | 14ft 7.5in | 5ft 4.25in | 4ft       |
| 4.2 OTS | 2,800lb | 14ft 7.5in | 5ft 4.25in | 3ft 11in  |
| 4.2 FHC | 2,811lb | 14ft 7.5in | 5ft 4.25in | 4ft       |
| 4.2 2+2 | 3,024lb | 15ft 4.5in | 5ft 4.25in | 4ft 2.5in |
| S2 OTS  | 2,845lb | 14ft 7.5in | 5ft 4.25in | 3ft 11in  |
| S2 FHC  | 2,856lb | 14ft 7.5in | 5ft 4.25in | 4ft       |
| S2 2+2  | 3,035lb | 15ft 4.5in | 5ft 4.25in | 4ft 2.5in |
| S3 OTS  | 3,220lb | 15ft 5.5in | 5ft 6in    | 4ft 1in   |
| S3 2+2  | 3,304lb | 15ft 5.5in | 5ft 6in    | 4ft 3in   |

### PERFORMANCE STATISTICS

|                 | 0-60 secs | Max speed | Std ¼ secs | Fuel cons |
|-----------------|-----------|-----------|------------|-----------|
| 3.8 OTS         | 7.1       | 149mph    | 15.0       | 19.7mpg   |
| 3.8 FHC         | 6.9       | 150mph    | 14.7       | 17.9mpg   |
| 4.2 OTS         | 7.4       | 149mph    | 15.0       | 21.8mpg   |
| 4.2 FHC         | 7.0       | 150mph    | 14.9       | 18.5mpg   |
| 4.2 2+2         | 7.4       | 139mph    | 15.4       | 18.8mpg   |
| 4.2 S2 OTS      | 7.2       | 142mph    | 14.9       | 18.5mpg   |
| 4.2 S2 FHC      | 7.2       | 143mph    | 14.9       | 18.9mpg   |
| 4.2 S2 2+2 auto | 8.9       | 136mph    | 16.4       | 18.3mpg   |
| 5.3 S3 OTS      | 6.4       | 146mph    | 14.2       | 14.5mpg   |
| 5.3 S3 2+2      | 6.8       | 142mph    | 14.6       | 15.2mpg   |



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|        | 69 - 75   | All sizes              | Front | <b>£235</b> | Rear | <b>£165</b> |
| Mk 1   | 55 - 59   | All sizes              | Front | <b>£240</b> | Rear | <b>£180</b> |
|        | 59 - 67   | All sizes              | Front | <b>£240</b> | Rear | <b>£180</b> |
| 240    | 67 - 69   | All sizes              | Front | <b>£240</b> | Rear | <b>£180</b> |
| 340    | 67 - 69   | All sizes              | Front | <b>£240</b> | Rear | <b>£180</b> |
| 420    | 66 - 69   | All sizes              | Front | <b>£210</b> | Rear | <b>£155</b> |
|        | 66 - 69   | All sizes              | Front | <b>£210</b> | Rear | <b>£175</b> |
| 420G   | 66 - 70   | All sizes              | Front | <b>£170</b> |      |             |
| XJS    | 75 - 92   | 3.6L + 4.0L + 5.3L     | Front | <b>£200</b> | Rear | <b>£150</b> |
|        | 93 - 94   | All sizes              | Front | <b>£200</b> |      |             |
|        | 95 - 96   | 4.0L (Inboard)         | Front | <b>£200</b> | Rear | <b>£150</b> |
|        | 95 - 96   | 4.0L + 6.0L (Outboard) | Front | <b>£200</b> | Rear | <b>£195</b> |
| XJ8    | 97 - 2002 | 3.2L + 4.0L            | Front | <b>£220</b> | Rear | <b>£210</b> |
| XK 150 | 58 - 61   | 3.4L + 3.8L            | Front | <b>£230</b> | Rear | <b>£230</b> |

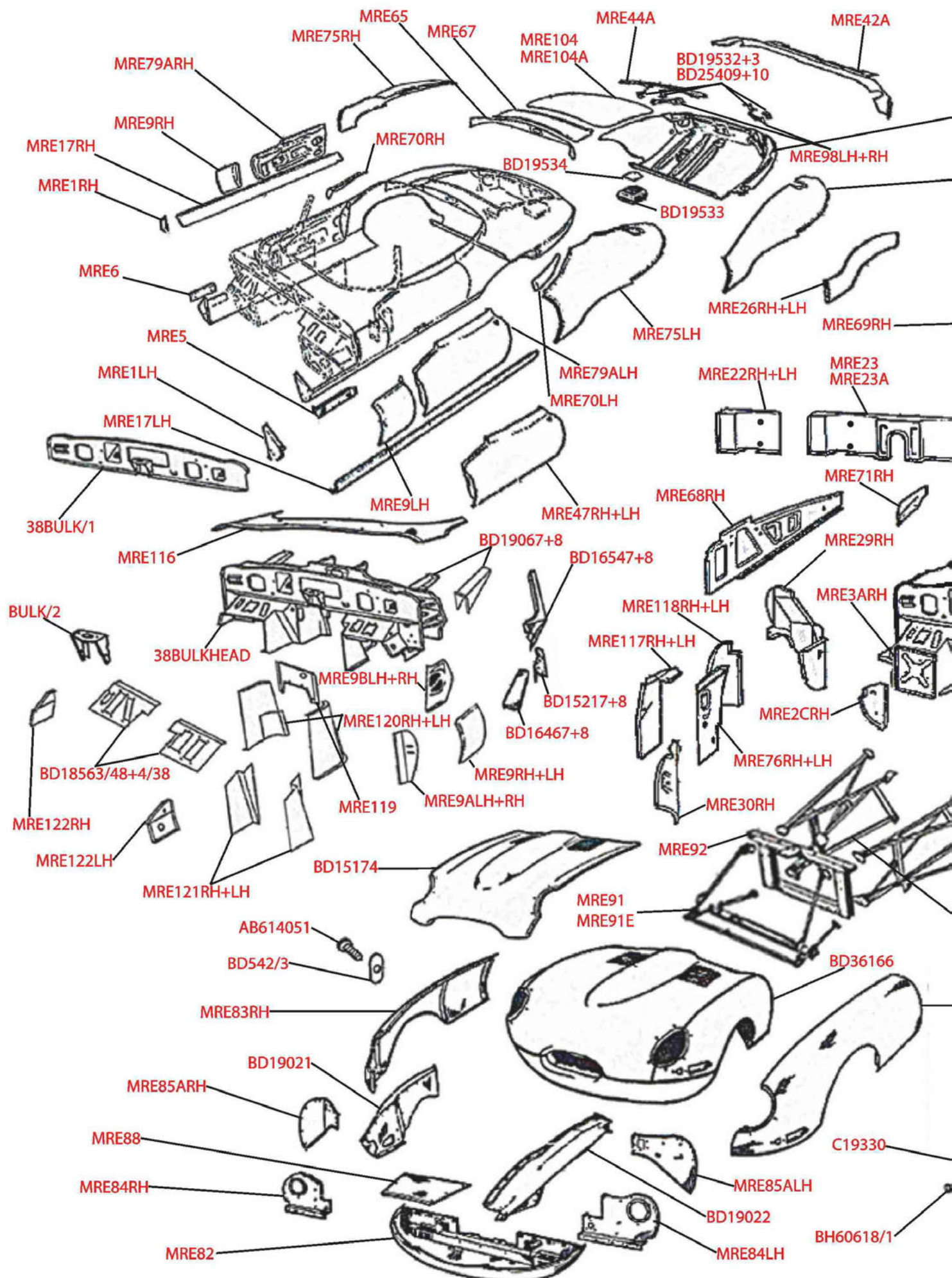


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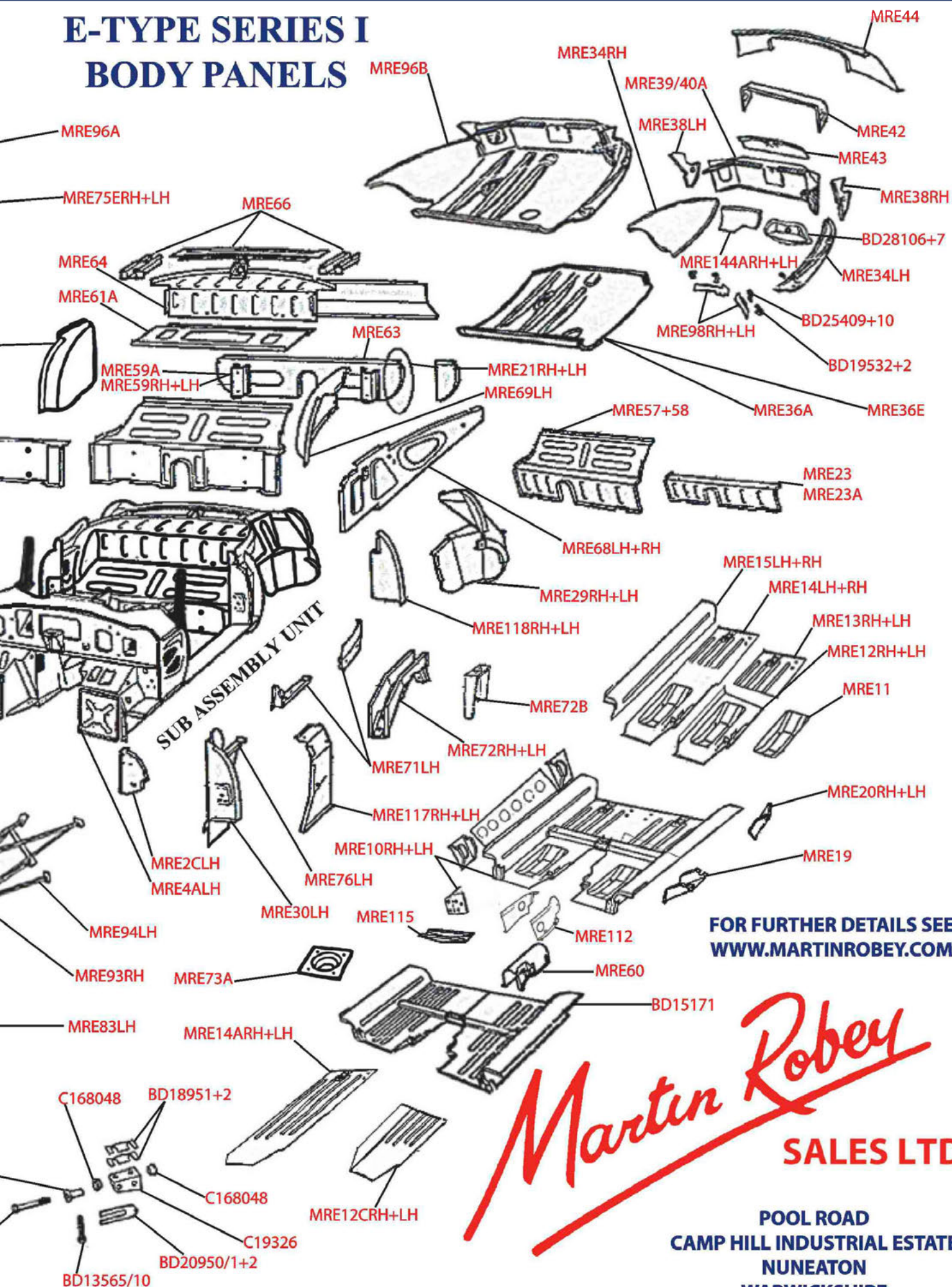
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Nearly two years passed between announcement and production, but the coupe version of the XJ saloon was well worth the wait

WORDS AND PHOTOGRAPHS JIM PATTEN

# COOL COUPE

**T**HERE'S NO denying that Sir William Lyons had a canny eye when it came to car design. His insight meant he was already looking ahead at plans for a two-door coupe version of the XJ saloon, even while that car was still in the planning. While a coupe version was built on the Series 1 XJ6, financial and technical problems delayed development, and it wasn't until the introduction of the Series 2 that the coupe finally saw the light of day.

In many ways, the story of the XJC is linked with that of the 2+2 E-type (see p48, this issue). Various ideas had been floated to extend the E-type into a full four-seater, either by revision or redesign. Designated XJ4, a completely different styling was adopted, with strains of the E-type still evident. At the same time, there was a need to investigate a replacement for the Mk 2. Progress of the XJ4 was drifting so far away

from the sports car concept that it evolved into a design path in its own right and was eventually adopted for a new saloon that would take over from the Mk 2 (and every other saloon in the range).

The new XJ6 was announced in 1968, after the most expensive development periods in the company's history, and became so sought-after that any available cars in private hands could be sold for way above list price in a thriving XJ black market. The clever design leant heavily on the family connection, but where the (eventually) outgoing 420G was a car of its time, the XJ screamed the future. Technically, little had changed. The engine, available as the usual 4.2 or a new 2.8-litre, didn't even feature the triple carburettors of the 420G, but opted for the twin set up as seen on the 420. Transmission was either the familiar manual four-speed, all-synchromesh unit or a three-speed

automatic. Jaguar's legendary independent rear suspension featured, along with a revised front suspension cross beam. For the first time in a Jaguar saloon, a rack-and-pinion steering system was used, with suspension similar in design to previous systems, but now heavily revised.

However, it was the way in which external noises, shocks and interferences were isolated from the bodysell that set the new saloon apart. Even today, the ride quality of an XJ saloon, in what was Jaguar engineer Bob Knight's finest hour, still impresses.

The XJ6 was concurrent with the E-type as well as the 240 and 420G, the earlier saloons being phased out in 1969 and 1970, respectively. Apparently, the demand from the traditionalists remained strong. It was always intended that a V12 engine be available as an option for the saloon, but with the need to update the then-aging E-type, a carburettored V12 engine





to retract into a confined space. Without a frame, the front glass had to rely entirely on the rigidity of the base material and, as this had no further support, sealing proved extremely difficult. The door glass was expected to rise and fall, while possessing enough tension to hold it directly against the rubber seal. Bob Knight further complicated the issue by demanding that the operation should function well at speeds of 120mph. But despite a cunning tensioned pulley arrangement, external pressure created at speed effectively sucked the glass away from the seal, introducing unacceptable levels of wind noise and water ingress during wet weather conditions.

It is debateable whether the grained vinyl roof (always finished in black, incidentally) was there as a concession for the fashion of the day. Various reasons have been put forward, from style statement to disguising the thick rear window pillar. There is also a persuasive argument suggesting that it hid various imperfections caused by the unsupported roof expanse. Many cars have subsequently been restored without a vinyl roof, which rather explodes that theory, as it does the appearance factor too – there is no doubt that the fully painted car is very handsome indeed.

The only surviving Series 1 prototype had been destined for the scrapyard, it having been given the identity of a cancelled Swedish 2.8-litre saloon order. Luckily, when the scrap dealer took it from Jaguar he rather liked the car and retained it for his own use. I became involved with the car after it had been through a number of owners, but by the time it reached my hands, careless work had attempted to effect a transformation into a Series 3 XJ, complete with bumpers and door handles.

A bit of digging around on my part revealed a few interesting snippets. Ron Beatty, a former Jaguar engine man and founder of Forward Engineering, ►

# AT 40

appeared in the Series 3 that was released in March 1971. In slightly revised form, the ultra-smooth power plant finally made it into the saloon it was always destined for, inconveniently during the strike of July 1972. In October that year, to address the problems of rear seat space, a long-wheelbase version was introduced.

With the future set for the single saloon policy, Sir William Lyons announced his desire for a two-door coupe version of the XJ. Work started on the retrospectively named Series 1, with a few examples built up and running around the factory. However, the insistence on having a full pillarless design was fraught with problems: not only were both front door and rear quarter glasses required to fully retract, they had to be wind- and sound-proof when fully closed. The front glass would have no frame to offer support, while the rear would need a complex guide system to allow the glass



Interior is pure Series 2. This car has the advantage of a manual gearbox. Note aftermarket steering wheel





Only the 4.2 XK engine or 5.3 V12 were available in the coupe

remembers using the stripped-out coupe to haul oxy-acetylene bottles around the Browns Lane plant. Apparently, it had been variously fitted with an experimental version of the fuel-injected V12 engine as well as the straight-six 4.2-litre unit. No hint was ever given about a 2.8-litre engine on trial. When the factory finally disposed of the car it was fitted with a 4.2-litre engine with a manual/overdrive gearbox. The car survives and is currently in Australia in fully restored condition.



Period option Kent alloy wheels

By the time work resumed on the coupe project, the XJ saloon had entered its second series. Jaguar was so confident that all obstacles had either been overcome or solutions were imminent that it announced the model alongside the Series 2 range at the Frankfurt motor show in September 1973, simply badged as XJ6C or XJ12C, depending on engine type. A considerable amount of work had already been done to bring the coupe into line, but Jaguar took the precaution of stating that the model would not be in production until the early part of 1974. Demand for the saloon was so great that this had an impact on the coupe delays. Jaguar was unable to meet the 1974 date and production would not start to trickle through until April 1975. Where the long-wheelbase format had been adopted across the saloon range, the coupe remained on the short-wheelbase platform.

As referred to earlier, difficulties in bringing the XJC to production were manifold. By removing the centre pillar, a lot of the integral strength of the car was lost. Crash rollover resistance was reduced and the shell rigidity compromised. The roof would play a positive role in stiffening the shell, while the considerably larger rear screen pillars also helped, although curiously the elegant fronts were left alone. More strength was created by an additional box-section in the B-post (behind the door shut). To allow access to the rear seats, the length of a standard door was increased by four inches. Examine the inside of a coupe door, and the join in the door skin is apparent. It has been said that had it not been for the



Broadhead coupe in the pits at Monza, 1977. Ralph Broad is seen wearing ear defenders

Pic courtesy of the Paul Skilleer collection



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perseverance of Sir William, the coupe might never have joined the Jaguar line up. (It is an interesting observation as it is on record that the S.S. Airline, a pre-war coupe, was his least favourite, while the XJC was high in Lyons' favour.)

Perceived as a sporting version of the four-door saloon, the coupe certainly scored in terms of weight. Where the Series 2 had a weight increase over the Series 1 of some 80lb, the coupe was 50lb lighter. Interior dimensions were identical to the first of the line, although access to the rear seats was gained through the large door. As well as both engine configurations, the coupe could wear a Jaguar or Daimler badge. Things had moved on since the first attempt at a two-door. The V12 engine had finally got the fuel injection it was always destined for, courtesy of Lucas allowing the XJ12Cs (and the soon-to-be-announced XJ-S) to be injected from the outset.

Jaguar, though, had lost nearly two valuable years of XJC production. It also arrived in the midst of the company's most troubled times, when Jaguar almost lost its identity under the Leyland era. Cars were plagued with irritating faults and were almost doomed with failing to meet their full potential. Fortunately, the integrity of the car rose above such things. In November 1977, the coupe was withdrawn from sale and would not make it through to a Series 3 variant. Production

numbers for those years remain impressive at over 10,000 units. Had the car been all right from the start, Jaguar's all-round sales would have received a very healthy boost.

A spectacular attempt at a return to racing was made following an announcement in March 1976. Ralph Broad had talked Jaguar into tasking his Broadspeed company into making the XJ12C (now labelled XJ5.3C) a winner. The European Touring Car Championship looked liked it offered distinct possibilities. BMW was still competing with its obsolete 3.0-litre CSLs, rather than its new and up-to-date 6 Series coupes. The Jaguars proved immensely powerful, but also fragile. While they were racing, the cars were the quickest on the circuit, but while that old BMW could not be discounted, the smaller 3.2-litre engine in a lightweight body pulled a hefty punch. Jaguar had some top-flight drivers, too, including Le Mans legend Derek Bell, and David Hobbs – holder of the MIRA lap record in the XJ13. Andy Rouse, who would become a series regular, also drove the big XJ coupe. Despite pole positions and race leads, results did not feature. Finishes were also rare, the car actually completing the distance a mere three times. Oil starvation, driveshaft failure and sheer bad luck immediately spring to mind as reasons why such promise wilted away. Leyland pulled the plug after two seasons, just as Broadspeed was getting on top of the problems. Interestingly, one of BMW's top drivers was Tom Walkinshaw, who would finally take Jaguar to the top step of the podium with the XJ-S and Group C. Those who witnessed the ferocious Jaguars in action still remember the performance as nothing short of mesmerising. But it wasn't until recent times that the coupe finally won a race, when the MC Wilkinson-prepared car took victory with owner Chris Spragg driving.

**Below: A single Series 1 XJ6C escaped the factory and now resides in Australia**



**Handling is impressive, as seen in this XJ5.3C**



**The badging soon changed from XJ6C to include the engine size, XJ 4.2C or XJ 5.3C**

Whatever the difficulties Jaguar experienced in development, they were well worth the effort. The classic XJ range has always been considered an extremely attractive car, but the coupe with its windows fully wound down possesses a sublime elegance. It is a model that has remained popular throughout the years with classic status assured. Its two-door format leant the shape well to an aftermarket convertible conversion, even if the folded roof did stack up like a scout's tent at the rear.

In today's classic scene, the following has never been stronger. The owner of the car featured here, Colin Murray, is quite typical. He absolutely loves his coupe and, with its manual gearbox, finds it very rewarding to drive. As he lives in London, the car is stored and cared for by Chris Coleman's Jag Workshop, allowing Colin easy access to his car. Keith Parrington, XJ coordinator for the JEC, is behind a special celebration event at Brands Hatch on Sunday, May 31, 2015, where coupes will be given special trackside positioning. There should be some pretty good racing on the day, too. Check out [www.jec.org.uk/events](http://www.jec.org.uk/events)



## Numbers produced – XJC

Jaguar 4.2 – 6,487  
Jaguar 5.3 – 1,855  
Daimler Sovereign – 1,677  
Daimler Double Six – 407  
Total – 10,426



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# History of Jaguar

## 1922-1960: FROM SIDECARS TO LEMANS

In the first of a five-part special charting Jaguar's history, we look at the Twenties through to the Fifties: from the company's motorcycle sidecar origins to success on the international motorsport scene and a beautiful range of sports cars that bought fame to William Lyons' prospering firm

WORDS **RAY HUTTON** PHOTOGRAPHY ARCHIVE IMAGES **JAGUAR HERITAGE**

**T**HERE WAS always a little intrigue surrounding how and why Jaguar became the name of one of Britain's most famous cars. Some think that the inspiration was a mascot sculpture that SS Cars Limited had acquired and which may, or may not, have depicted a Jaguar. But 34 years after the introduction of the first Jaguar, Sir William Lyons explained in the Lord Wakefield Gold Medal Paper presented to the Institute of the Motor Industry in 1969,

that the truth was simpler. "I asked our publicity people to let me have a list of animals, fish and birds. I immediately pounced on Jaguar for it had an exciting sound to me and it brought back memories of stories told to me towards the end of the 1914-1918 war by an old school friend who worked as a mechanic on the Armstrong-Siddeley Jaguar aero engine," he said.

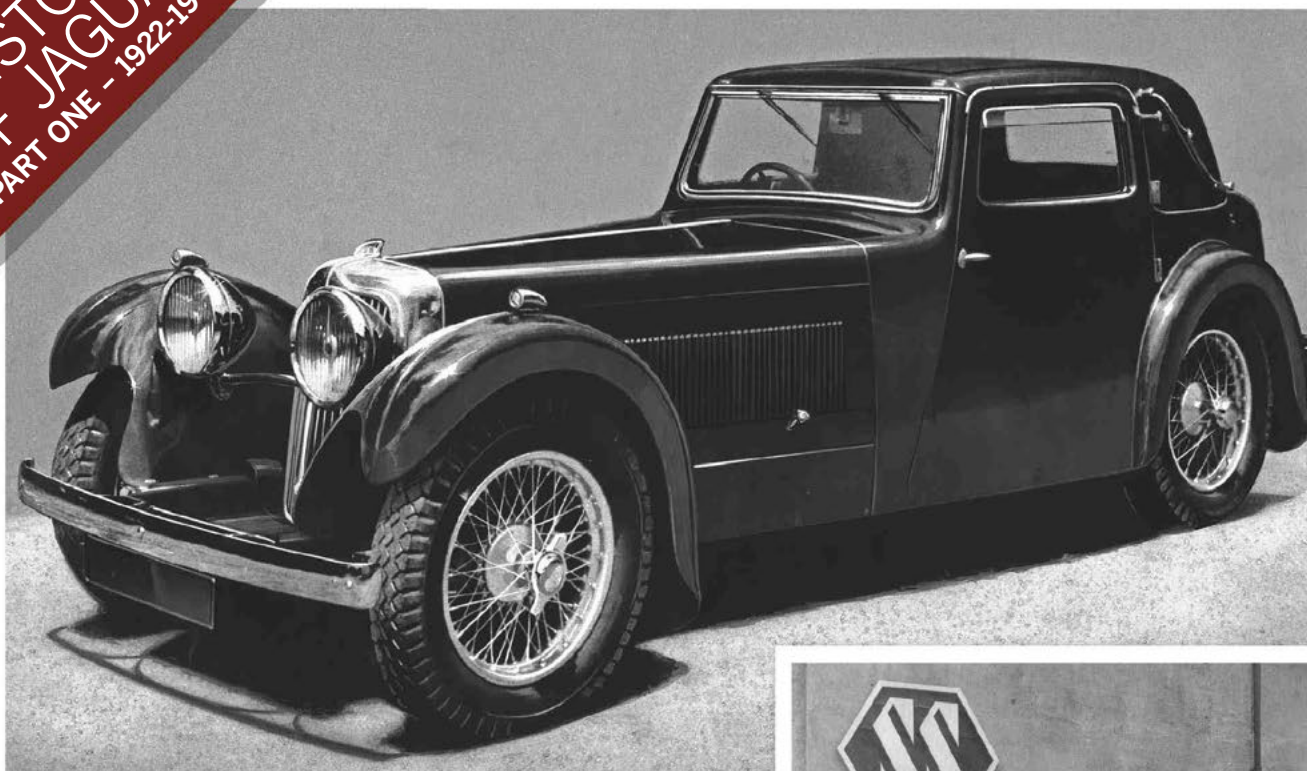
Lyons adopted the name because he wanted to establish SS as a fully-fledged carmaker, rather than a provider of snazzy coachbuilt

bodies for other people's chassis. The first SS Jaguar, a four-door sports saloon with the look of a Park Ward Bentley (that cost four times as much), was presented on September 21, 1935 at a motor trade lunch in London's Mayfair Hotel.

Thereafter, all new SS models would be called Jaguar and symbolised by the leaping cat mascot. It was another 10 years before the company changed its name to Jaguar Cars Limited, though, the 70th anniversary of which we are celebrating with this five-part history.

**Above:** Taken in 1923, this iconic image shows William Walmsley astride his SS 80 Brough Superior with William Lyons, ten years his junior, in the Swallow sidecar. Walmsley would leave the business in 1935 with Lyons becoming the driving force





**Above:** The 1932 SS1 represented William Lyons' move from coachbuilder to manufacturer

**Right:** An SS Jaguar 3.5-litre outside the office block of the Foleshill factory

**Below:** William Lyons illustrated the SS90's speed by setting the fastest time at the SS Car Club's Blackpool driving tests in 1935

There was not much debate about whether to change the company name because, in March 1945, at the end of six years of war in Europe against Nazi Germany, a mention of SS was more likely to recall Hitler's hated special forces than the Swallow Sidecar company. When the company restarted car production after the war work of making sidecars and trailers, and maintaining aircraft, it was becoming a truly independent carmaker, producing its own engines for the first time. Jaguar could, and should, stand alone.

Swallow Sidecars started trading in Blackpool in 1922, a partnership of William Lyons and William Walmsley, but diversified away from making motorcycle sidecars to produce coachbuilt bodies, at first on an Austin Seven chassis. By 1927, it was producing 50 two-seater and saloon Austin Swallows a week and by 1928, had outgrown its Blackpool premises and moved to the Foleshill district of Coventry.

In addition to the Austins, its stylish low-line bodies were fitted to a chassis from other sources – Standard, Fiat, Swift and Wolseley. The turning point was a manufacturer agreement with the Standard Motor Company. The first SS1 and SS2 models were Standard

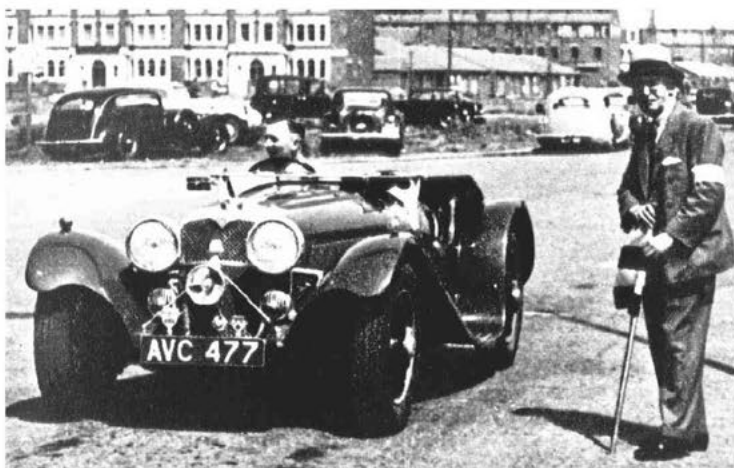


Swallows, using chassis and engines supplied by Standard, but with new bodywork, a distinctive radiator style, and SS badging.

In 1931, advertisements proclaimed, 'SS is the name of a new car to thrill the hearts of the motoring public.' The SS1, which had Standard 16 components fitted to a purpose-built, low-slung chassis, was a rakish two-door coupe with an extraordinarily long bonnet. It cost £310, but the Daily Express said it had a '£1,000 look'. Lyons established a reputation for tempting styling combined with unrivalled value-for-money.

However, the first SS models looked good but didn't perform. They became known as 'cad's cars', suggesting that their owners were also more style than substance. But sales were good – more than 1,700 cars in 1933 – and William Lyons had more ambitious plans. In January 1935, SS Cars Ltd was floated as a public company. William Walmsley resigned and Lyons took sole charge of running the business that he was to head for another 37 years.

Lyons was determined his cars should be more than just spectacular designs and he recruited William Heynes, a young draughtsman from Humber, to head





the company's own engineering department. The first job was to produce an overhead-valve cylinderhead for the side-valve Standard engine, developed by engine wizard Harry Weslake. This 2.7-litre OHV six-cylinder is regarded as the first Jaguar engine (although still produced for SS by Standard), because it powered the SS Jaguar cars introduced at the 1935 London Motor Show and was exclusive to the company.

The SS Jaguar range included a four-seat open tourer as well as the four-door saloon and, more significantly in view of what was to follow, the SS Jaguar 100 two-seater sports car that soon achieved success in racing and rallying. It gained the reputation for speed and performance that the earlier SS cars had lacked. In 1938, the OHV engine was enlarged to 3.5 litres, increasing maximum power from 102bhp to 125bhp and making the 100 two-seater a 100mph car – a rare thing at the time.

A coupe version of the 3.5-litre 100 was the star of the 1938 London Motor Show. Inspired by extravagant French grand tourers like the Bugatti Atalante, this design, with its rounded wings and covered rear wheels, did not progress beyond the prototype shown at Earls Court, but in hindsight can be seen as a link to Jaguar's first post-war masterpiece, the XK 120.

By the time war broke out in 1939, SS Jaguar was producing 5,000 cars a year and had, with some pain, converted from hand-worked coachbuilding to pressed-steel bodywork, welded on a production line. It also assembled its own chassis, although still using engines and transmissions supplied by Standard.

Towards the end of the war, SS purchased the tooling for the six-cylinder engines and moved it from the Standard works in Canley to Foleshill. It was here on the factory roof, while fire watching at the height of the German campaign to bomb Coventry, that engineers William Heynes, Wally Hassan and Claude Baily dreamt up an engine to put the post-war Jaguars in a class of their own.



Jaguar Cars Limited was already registered as a company when, in March 1945, Lyons and his fellow directors decided to drop SS and use the single word Jaguar. It restarted production of a range of pre-war saloons in autumn 1945, with the 1.5-litre (which, confusingly, had a 1.8-litre OHV four-cylinder engine still supplied by Standard), and the 2.5 (actually 2.7) and 3.5-litre models with six-cylinder engines, then made in-house. Only the badges identified the new from the old – showing a J instead of the italic SS – although there were some detail technical improvements.

The first new Jaguar, when it came in 1948, wasn't entirely new. It is not clear why it was called Mark V, but it was an evolution of the 2.5 litre/3.5-litre that had been produced as a saloon and a drophead coupe – and which retrospectively became known as the Mk IV.

The Mk V was always intended to be an interim model as the more thoroughly modern Mk VII was well into development (there was no Mk VI but, again, nobody knows why). The Mk V, with its flowing but still separate wings, running boards and sloping tail was a link between the pre-war SS Jaguars and the all-enveloping bodywork that was still to come. It had a new and much stiffer chassis with independent front suspension (using torsion bar springs) and hydraulic brakes – both features new to Jaguar – but continued with the pushrod OHV six-cylinder engines.

This was the period of austerity when the British motor industry was advised by the Labour Government to 'export or die'. Steel and other essential materials

were allocated on the basis of estimates of overseas sales. The Mk V, the drophead coupe version in particular, was produced with an eye to the American market, and Jaguar made its first post-war shipment there in 1947.

With sales channels in mainland Europe already established, exports soon accounted for more than 50 percent of Jaguar's output. That meant a shortage of cars for the home market, but there were several disincentives to car buying in Britain, not least petrol rationing, which lasted until 1950.

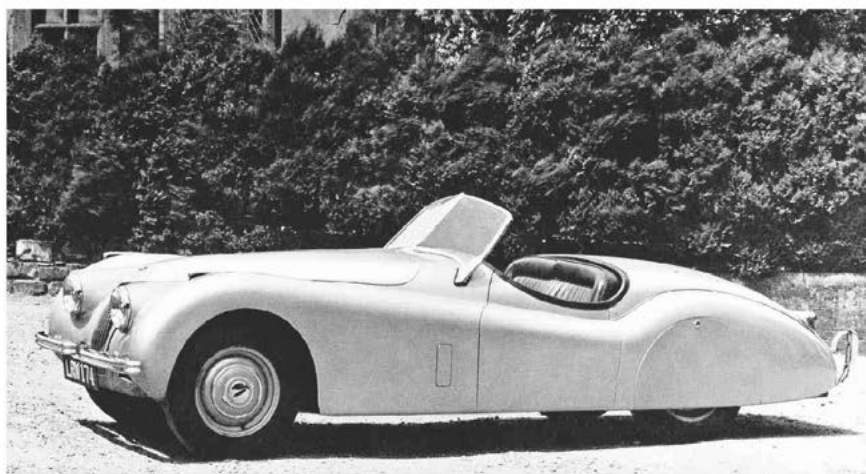
There was, however, plenty of enthusiasm for performance cars and motor sport. The newsreels captured John Cobb setting a new Land Speed Record at Bonneville and exceeding 400mph for the first time; crowds flocked to the 1948 British Grand Prix at Silverstone; and Jaguar was developing an engine that would be superior to any in the mainstream car market: the twin overhead camshaft XK. It would be launched in the XK 120, an equally advanced sports car, at the first post-war London Motor Show, in October 1948.

The idea might have been born during the long nights of watching for enemy aircraft, but some serious work on the XK was already being done in the drawing office towards the end of the war. The new engine wasn't ready for the Mark V, but Lyons was keen to demonstrate its potential before the XK 120 appeared. A four-cylinder version of the engine was provided to Lt Col 'Goldie' Gardner to fit into what had been the MG Ex135 streamliner and, in September 1948, he took it to the Jabbeke autoroute in Belgium and established a new 2.0-litre speed record of 176.69mph.

Lyons' flair for publicity prepared the ground for the XK 120's sensational debut at Earls Court. Its sheer

**Below:** The XK 120 might have been a way for Jaguar to demonstrate its new XK engine but it still captivated all who saw it

**Bottom:** Crowds strain to see the newly unveiled Mk VII at the 1950 Earls Court Motor Show







**Above: The D-type prototype during testing at Le Mans in 1954 with Jaguar driver and 1953 Le Mans winner, Tony Rolt, at the wheel**

beauty and the promise of a 120mph performance captivated commentators. The original plan for what was known as the Super Sports had been that there would be two models (an XK 100 with the four-cylinder and a six-cylinder XK 120), and that both would be limited editions designed more to generate publicity than for profitable sales. However, when Lyons saw the reaction to the show car he quickly sanctioned a full-scale production run, with steel body panels replacing the hand-formed aluminium of the prototypes. The four-cylinder engine was dropped, never to be used in a production model, and the six-cylinder XK with a displacement of 3,442cc became the definitive Jaguar engine for the next 35 years.

The XK 120 was admired wherever it went and that included the important New York Auto Show early in 1949. But Jaguar needed to prove that it was more than a pretty face, so it was back to the Jabbeke autoroute. There, witnessed by a group of invited journalists, test driver Ron 'Soapy' Sutton achieved 132.5mph in a timed run. This achievement was followed by entering three XK 120s in the one-hour production car race at the Daily Express International Trophy meeting at Silverstone, where they finished first and second. Jaguar's reputation – still tinged with memories of the flashy pre-war under-achievers – then soared.

A serious works racing programme does not seem to have been William Lyons' intention – he was concentrating on getting the XK-powered Mk VII into production – but it gradually became inevitable. In 1950, XK 120s not only took part but also showed winning potential in the Targa Florio, Mille Miglia and Le Mans 24-Hour classics, and in September, a young Stirling Moss scored a decisive victory in the Tourist Trophy race at Dundrod. A competitions department evolved, headed by service manager FRW 'Lofty' England (later to become Jaguar's managing director) and started to develop the XK 120 as a proper race car. The competition version, which was actually a completely different car with a tubular chassis frame, was called the XK 120C, but somewhere along the way it became known as the C-type.

The C-type was the first Jaguar to benefit from the expertise of Malcolm Sayer, an aerodynamicist who had come from Bristol Cars and would influence the shape of all subsequent Jaguars up to and including the E-type.

The racing history of the C-type is well known and exhaustively documented. Suffice to say that it won outright in its debut at Le Mans in 1951 (driven by

Peter Whitehead and Peter Walker, at record speed), then failed in the 24-Hours race the following year because of engine overheating (a miscalculation about the effect of a lower, more streamlined nose on the cooling system), before returning to Le Mans in 1953, with the original body shape and disc brakes, to achieve the glorious result of first, second and fourth places.

The prestige of two Le Mans wins, and many other race victories by private owners all over the world, played particularly well in America, which was the prime target for the Mk VII launched at the 1950 London Motor Show.

Lyons wanted the Mark VII to represent the new spirit of Jaguar. With the XK engine, it could offer the 100mph performance of a sports car in a substantial saloon that was stylishly modern in appearance, and at the same time stately and luxurious. Add to that a UK price of £988, before tax, and it was clear that Jaguar had a winner in the marketplace as well as on the track.

It took some time to get the Mk VII into full production, in part due to the time that Jaguar moved from Foleshill to Browns Lane because it had run out of space at its first Coventry home. In 1950, Jaguar acquired an extensive wartime 'shadow factory' near Allesley, then operated by Daimler, but it wasn't until autumn 1952 that the move was finally completed.

By then, more than 80 percent of Jaguar's output went for export and was Britain's biggest dollar-earner. The company had settled with two distinct model lines – the big saloon (Mk VII) and the sports cars (XK 120 and the C-type) and factory records show that in 1953 production exceeded 10,000 for the first time.

The C-type was replaced by the now-legendary D-type in 1954; it was so-named simply because it was the next letter in the alphabet and unwittingly started a convention that continues to this day. As is well-known, the D-type enjoyed a terrific racing career, finishing second in its first outing at Le Mans and going on to win the 24-Hours three years in a row: in a works car in the 1955 race (when the rival Mercedes team was withdrawn after a crash that killed its driver Pierre Levegh and 80 spectators), and in 1956 and 1957, with cars run by the Ecurie Ecosse team.



**Above right: Stirling Moss and Jaguar test driver, Norman Dewis, during the 1952 Mille Miglia in a C-type**

**Right: The XK 140's sensible updates over the 120 helped to keep the car fresh and desirable**







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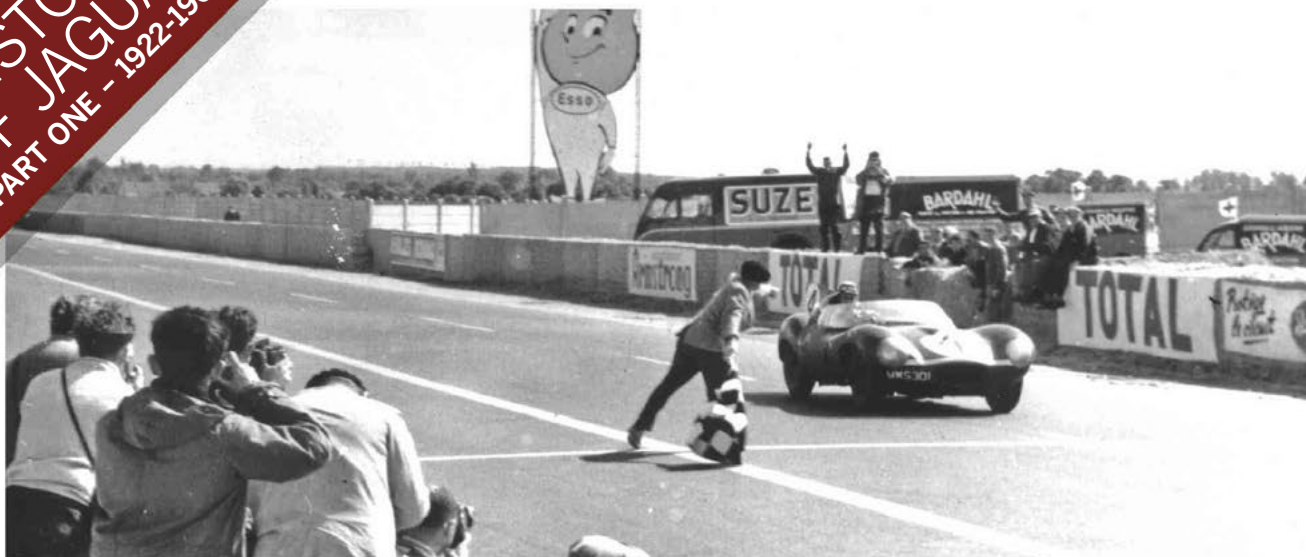
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# HISTORY OF JAGUAR

## PART ONE - 1922-1960



**Top:** The Jaguar D-type takes the chequered flag at Le Mans in 1956, the car's second victory at the French circuit

**Above:** Ivan Bueb on his way to winning the 1956 Reims 12 Hour Race

**Right:** The E2A prototype, seen here still unpainted, was raced at Le Mans in 1960 by the Briggs Cunningham team. It retired due to engine failure

**Far right:** A young William Lyons astride his Harley-Davidson



Over this period, the XK 120 became the XK 140, with bigger bumpers and more accurate rack-and-pinion steering, and then the XK 150, while the Mk VII morphed into the more elaborately furnished Mark VIII. But the big story – and the one that was to have the furthest-reaching consequences – was the return of a smaller Jaguar saloon. The 2.4, announced in 1955 and powered by a short-stroke version of the XK engine, can retrospectively be viewed as the first 'executive' car, a class that BMW developed to become the world's best-selling premium carmaker 50 years later.


The 2.4 was the first Jaguar with unitary body-chassis construction, and in less than two years it was joined by the 3.4 which, with 210bhp instead of the 2.4's 112bhp, turned the 'compact' Jaguar into a serious sports saloon with a maximum speed of 120mph. That, too, was a marker for the future.

Racing cars rarely stay competitive for more than two or three years, and by 1957 the D-type had ceased to be

a regular front-runner (even if it did win at Le Mans for a third time). Besides, the rules for international sports car racing were to apply a 3.0-litre engine limit from 1958, which made the D-type ineligible. Jaguar still had a number of unused D-type chassis and hit on the idea of building a version with full road equipment. It was given the heritage name of XK-SS and is, arguably, the forerunner of today's road-going supercars.

We can't be sure if the XK-SS was just to use up expensive racing components or whether there was a plan for continuing production, because in February 1957 fire broke out in the Browns Lane plant in the area where the first cars were being assembled. The jigs and tools were destroyed in the fire and production of the XK-SS was abandoned. Just 16 had been built, guaranteeing its place as a collector's car of the future.

At that point, Jaguar was already working on a successor to the D-type and XK-SS, but the project was the subject of conjecture and confusion: was it to be a racer or a sports touring car? Jaguar was happy to keep its fans guessing. In fact, there were two different prototypes: E1A had the shape of what was to become the E-type, and was primarily to test the independent rear suspension assembly that would later be used throughout the Jaguar range, while E2A looked similar but was a 3.0-litre race car, which Briggs Cunningham took to Le Mans in 1960.

Early the following year, all became clear. The E-type was announced as a road-going two-seater sports car, coupe and convertible – gorgeous to behold and unassailable in performance for its price. It was to become the automotive symbol of the Swinging Sixties. 



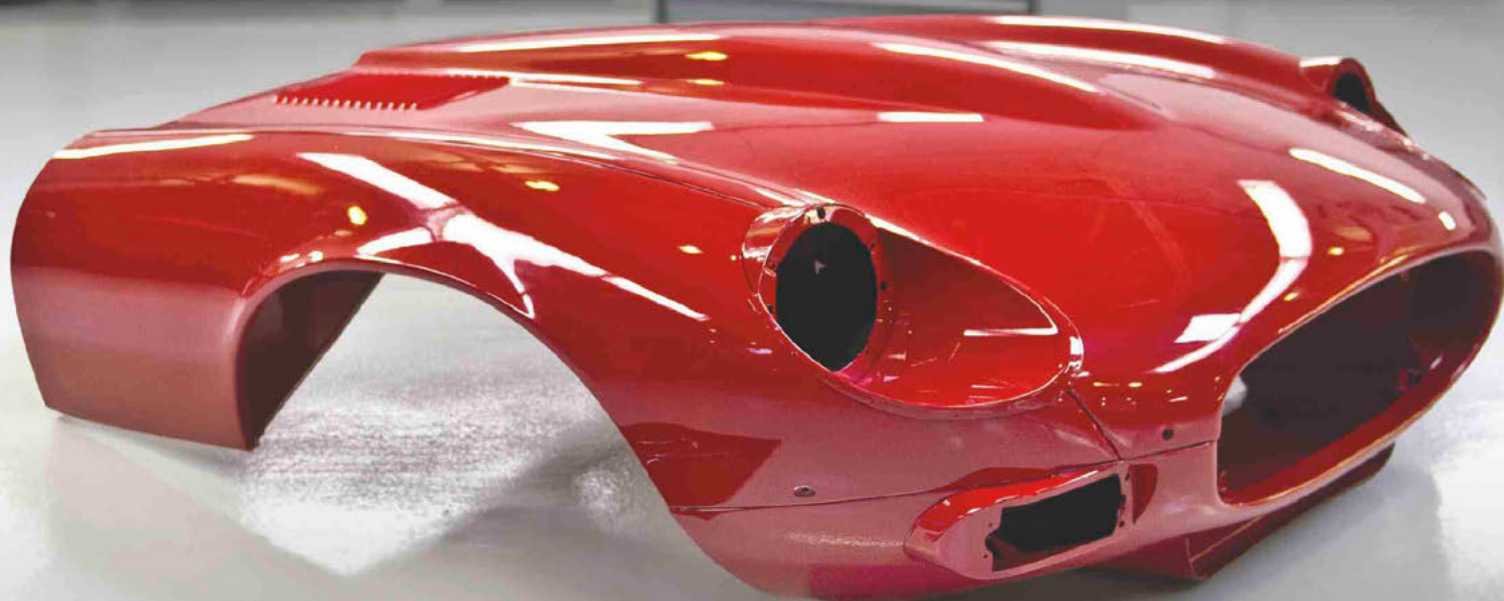




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# A SUBTLE APPROACH

Overshadowed by the brute force of the supercharged XJR and the economy of the 2.7-litre diesel version, the X350 generation of XJ6 never received the full credit it deserves

WORDS & PHOTOGRAPHY **PAUL WALTON**







**T**HERE'S MORE to the Rolling Stones' continuing success than Mick Jagger and Keith Richards prancing around on stage.

Similarly, Chelsea's current winning streak is not simply due to Diego Costa and Eden Hazard's right feet. Behind all of them is a group of talented individuals who rarely receive the credit they are due.

In the same way, there is another model in the X350 range that is often overlooked. It doesn't have the same performance as the XJR or the 2.7-litre diesel's economy, so the 3.0 XJ6 has become something of a forgotten car. Yet with its solid performance and levels of refinement akin to more expensive versions, the XJ6 is a highly accomplished member of the X350 family.

With prices of the XJ6 3.0 never more affordable, we take a second look at this underappreciated, Charlie Watts of a saloon.



## MODERN DRIVE

### X350 XJ6

When the X350 generation of XJ was unveiled in 2002, the breadth of engines available to it was wider than to any previous XJ. Alongside the 4.2 in supercharged and normally aspirated form, and the 3.5-litre version of the V8, there was also the option of a 3.0 V6. It saw the return of the XJ6 name after a six-year hiatus since the V8-only XJ8 in 1997. With the new XJ constructed mainly from aluminium, the body weighed just 220kg (the steel equivalent was 360kg), so the new car was considered light enough for a six-cylinder engine to still be competitive.

The choice was obvious – the 3.0-litre AJV6 that was already available in the X-TYPE and S-TYPE, a version of Ford's successful Duratec V6 that was used in the Mondeo ST220. Its aluminium block and DOHC cylinder heads meant it was very light. Jaguar's engineers gave it a variable-geometry induction system and continuously variable cam phasing, which adjusted the timing of the intake valve opening and closing, depending on the engine's speed, load and oil temperature. This improved torque and, at 221lb ft, the AJV6 had 14lb ft more than the standard Ford unit. Jaguar also added a forged steel crankshaft with four main bearings and direct-acting mechanical bucket tappets. Other key features included two overhead chain-driven cast iron camshafts per bank with four valves per cylinder and a four-mode turned intake manifold.

All of this helped to raise the power of these Ford units from 223bhp to 240bhp, which allowed for performance figures that were more than adequate for this relatively light car. The XJ6 could reach 60mph in 7.8 seconds (a mere half-a-second slower than the XJ8 3.5) and gave a top speed of 145mph. However, as good as these numbers were, they weren't as headline grabbing as the XJR's and its supercharged V8, nor (at 27mpg) as economical as the 2.7-litre V6 diesel that arrived in 2005, which returned 35mpg.

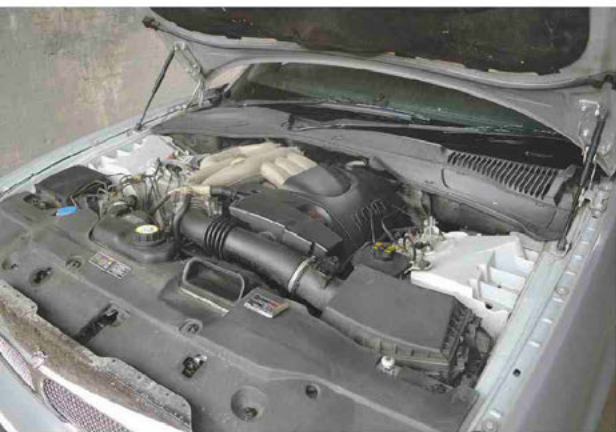
So, despite its performance and the historical importance of its name, the XJ6 failed to perform as well commercially as its V8 siblings – just 12,708 were sold between 2003 and 2008, compared to 43,989 4.2 V8s. Admittedly, the 3.0 outsold the XJR by 2,000 examples and the 2.7 by 4,000 (although to be fair, it had been on sale for two years by the time the diesel appeared), but the XJ6 never received the same attention as the other models. Contemporary road tests of the X350's launch reduced the 3.0 to a mere footnote, with attention being lavished on the supercharged model. Even today, the XJR and the XJ2.7 are the variants most enthusiasts are interested in, and we're just as guilty – this is the first time *Jaguar World* has devoted an entire feature to the car.

Now, with used prices ranging from £3,000 for an early X350 to £10,000 for one of the final X358 facelifted models from 2008, it's time to reassess the final XJ6.

**Below**  
Clockwise from top left: Jaguar's 3.0 AJV6, which started life as the Ford Duratec, is in the XJ6 and produced 17bhp more. Without the 7in touchscreen, the X350's central console is a little confusing. The entry XJ6's standard 17in Dynamic alloy wheels. There's no denying what company made this car...

Although the X350 doesn't have the crisp, modern lines of the current model or, in my view, the perfect proportions of its X308 predecessor (it's a little too tall for that), the big car still has plenty of presence. In this current age of anodyne cars, there's no denying where this one comes from – its imposing grille and quad headlights scream Jaguar. It's worth noting that a mesh grille, a popular option of the time, has heightened this car's appearance.

The interior of the X350 is so retro that this early example feels more 1903 rather than 2003, those big leather seats and veneer-covered dash are the epitome of luxury and the X350 is much roomier than the X308. The central console of this entry model is looks complicated compared to the more expensive versions I've driven, because satellite navigation didn't become standard until







**2003 XJ6 3.0**

**Engine** 2,967cc, V6

**Power** 240bhp

**Torque** 221lb ft

**0-60mph** 7.8 secs

**Top speed** 145mph

**Transmission** 6-speed auto

**Economy** 27mpg

**Kerb weight** 1,539kg

**Price new** £39,000

**Value now** £3,000







**Top:** With its air suspension and light weight, the X350's handling remains first class

**Right:** After a seven-year hiatus the XJ6 name returned with the X350. Will we see it again?

the Daimler Super V8 specification (Sport Premium on later models). This means the 7in touch screen that controls the ventilation and infotainment systems isn't included and the resultant layout is a little confusing. The buttons might have a pleasing spring-loaded action, but their chunkiness adds to the feeling that the X350 belongs to another era.

Visually, the car might say Blenheim Palace, but beneath the surface it's actually very modern. Standard driver aids include adaptive restraint technology system (ARTS), adaptive cruise control (ACC) and electronic brake assist (EBA) – and quick scan of the inch-high owner's manual reveals more acronyms than you'd find in a teenager's text. This includes CATs (computer active technology suspension), Jaguar's very clever air suspension that every X350 – including this entry XJ6 – had as standard.

It is the X350's aluminium chassis – Jaguar's first – that makes this car more modern than it looks. Unlike the first series of Audi A8 from 1994, which used an aluminium space frame onto which the panels were attached, Jaguar still used a traditional monocoque/chassis, but this time it was constructed from aluminium,

and around 3,200 self-piercing rivets were used to create the new XJ's unibody. So the XJ6 weighs just 1,539kg compared to the Audi A8 3.0 TDI's 1,830kg. If the Jaguar's chassis had been made from steel, it would have weighed 40 per cent more.

It's this comparative lightness that turns the XJ6 into such a strong performer. With a meagre 240bhp (meagre, that is, compared to the XJR's 400), there's no denying the XJ6's acceleration doesn't feel as tyre-shreddingly eager as the supercharged V8's. However, the V6 is still swift and confident, due to that overall lightness. It's refined, too. The V6 engine is a whisper even at speed, although if pushed hard it can sound a little strained, as



the six-speed automatic 'box struggles to keep up.

The X350's lightness also results in a lithe and agile car, unlike the big, heavy lumps of some of its steel-bodied contemporaries. Its air suspension allows the XJ to float effortlessly over road imperfections, and at the same time retain plenty of grip. And though a lack of body roll allows corners to be taken reasonably quickly, if I'm honest, the car's personality really doesn't suit fast driving. As with its illustrious forebears, this generation of XJ6 is best used in the way it excels: as a comfortable and luxurious cruiser.

And so, just as Charlie Watts sits quietly at the back of the stage, not needing to bring attention to himself, neither does the XJ6. It represents the more unobtrusive side of the X350's nature, while remaining just as desirable.

**Thanks to: Owner Bob Quinton and Nene Jag Specialists ([www.nenejags.co.uk/01733\\_349042](http://www.nenejags.co.uk/01733_349042))**





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# Big HITTER

*The Mark IX was known for its performance thanks to its 3.8-litre XK engine and all-round disc brakes. This no-expense-spared restoration of a 1961 example takes these credentials a step further*

WORDS AND PICTURES **ADAM TAIT**





**W**HEN CHOOSING a saloon project, the 'Mk 1' or Mk 2 are the obvious candidates thanks to their speed, handling and compactness. I wonder how many of you would ever consider restoring a 'big' Jaguar? While the Mk 2 is clichéd for being favoured by villains and racing drivers, the Mk IX once offered genuine drivers' car status – despite its vast size – thanks to its strong performance and braking capability. The car you see here, a recently restored 1961 example, has unlocked even more of the Mk IX's potential while retaining all the grace the model was renowned for.

Of course, this shouldn't come as a surprise. Its forerunner, the Mk VII, was the fastest production saloon in the world when it went on sale, eventually proving itself in both touring cars and rallying with racing greats such as Stirling Moss and the late Mike Hawthorn behind the wheel. Overall honours on the 1956 Monte Carlo Rally was a career highlight for the model, beating cars that were, arguably, more suited to the tight hairpins and steep mountain passes for which the event is famed. On the flipside of this unexpected competition success (its size alone doesn't make it an obvious choice of racing or rally car) was something that offered impeccable road manners and luxury.







When the Mk IX was introduced at the Earls Court Motor Show in 1958, onlookers may have thought Jaguar had accidentally placed the Mk VIII on its stand, but beneath the skin the Mk IX was a different beast – a mechanical progression of its predecessor. During the Mk IX's launch year, Jaguar was already busy working on the radically different Mk X, but despite the revolutionary styling this would bring, the Mk IX still became the first Jaguar production vehicle to feature disc brakes all-round.

The previous 3.4-litre engine was dropped in favour of a higher-capacity 220bhp 3.8-litre XK engine, while the superior braking came from Dunlop's four-wheel disc system. The power increase equated to a 115mph top speed and a 0-60mph time of just over 11 seconds. Good going for something of this era that weighed nearly two tonnes.

Power steering was standard, and buyers had the option of the sluggish, yet bulletproof, four-speed Moss gearbox usually fitted with overdrive or the Borg Warner three-speed automatic transmission. The latter proved more popular with those who preferred the Mk IX's effortless luxury, and some dignitaries may have considered the manual laborious.

It's easy to see why the hierarchies of society opted for big Jaguars as their mode of transport. They included the Queen Mother (whose Mk VII was upgraded to be on par with the specification of its successors, the Mk VIII and Mk IX), the Nigerian Government (which ordered 40 Mk IXs) and Charles de Gaulle's motorcade transport for his state visit to Canada in 1960.

While our Essex-based road test lacked the grandeur of a state visit, the presence of a Mk IX is still impressive and, in this case, the Indigo Blue over dark red paintwork just adds to its arrival. Cast the heavy door open and I am greeted with a deluge of walnut and burgundy leather, along with the pairing's unmistakable smell.

It's certainly a big car and the driving position is lofty. This must have given a commanding view

of the road ahead in the Fifties, but in SUV-riddled 2015, road users now have an altitude that could register with air traffic control systems.

The gloss four-spoke steering wheel looks like the sort you might have to wrestle with to gain lock, and the Burman power-assisted setup must have been a welcomed standard fitment – it's certainly paying dividends as I negotiate a three-point-turn.

Given the factory nature of the interior, the aftermarket, knurled-aluminium gear knob suggests the transmission may not have been what Jaguar's founder, Sir William Lyons, intended. The Moss 'box is quite distinctive in its throw, not to mention its tone if the absence of synchromesh on first slips your mind. However, this Mk IX's gearbox feels post-dated.

Richard Buddulph of Vintage & Prestige, where this Mk IX is currently in stock, explains, "The owner who commissioned the restoration simply asked for a car that was 'as modern-day drivable as possible'."

This unfolded into a full nut-and-bolt restoration in Portugal and the car is now reputedly as good underneath as it is on top. It has only recently emerged from the major works that are said to have cost £100,000.

The gearbox turns out to be a five-speed Getrag unit. This may spoil the Fifties charm for some purists, but conversions like this are becoming popular in classic Jaguars, and – in this case – it's easy to see why, complimenting the Mk IX's high-performance luxury saloon credentials.

As I join the dual carriageway, with its derestricted limit, having five-speeds starts to make perfect sense. Overdrive aside, had Jaguar engineers been given the option of an extra cog for the Mk IX in period, I am sure they would have appreciated the additional drop in revs when travelling at motorway speed.

The same might be said for the new-found, straight-line performance. How much horsepower this particular rebuilt 4.2-litre E-type engine produces isn't known, but it certainly feels punchy;





the ram pipes amplify fantastic induction noise throughout the cabin as the engine is worked through its rev range.

It's all too easy to reach a fair turn of speed, and other motorists looked genuinely surprised as a Fifties Jaguar of titanic proportions sings past, completely unstressed and at ease in the outside lane.

Although my own road test doesn't span Europe, I travel for long enough to recognise that the owners' brief was turned into reality. This view is further reinforced as I exit the dual carriage way and come to a halt.

Just as I am glancing at the temperature gauge, concerned which direction the needle might take, a Kenlowe fan intervenes to aid the now thoroughly warmed-through XK engine fitted with twin carburetors. This cooling aid truly paid off during the 1,000 miles it undertook on the journey from Portugal to Vintage & Prestige's premises in Essex.

Under the bonnet, the use of a larger-capacity XK engine has still enabled the conversion to look period correct. An indication that something special might be lurking is the lack of metallic blue paint between the cam covers, as the B Series cylinder head fitted to this car originally would have been painted.

Much like the knurled gear knob, the ram pipes act as a subtle nod towards this Mk IX's extensive, yet not outlandish, modification list. It becomes easy to imagine Jaguar engineers thrashing out similar ideas at the time on how to keep the new Mk IX feeling superior. Although the always-impressive 3.8-litre engine and an all-round disc brake setup was their upshot, I remain certain that Browns Lane would have still approved of this incarnation with its 4.2-litre E-type power and five forward gears. Its extra performance and modern 'box has not removed the car's sense of style or subtlety; it simply makes it even more of the sports saloon the Mk IX always promised to be. **AT**

Thanks to: Vintage & Prestige (01375 379719; [www.vintagerollsroycecars.com](http://www.vintagerollsroycecars.com)). For our visit, it was wearing Spanish number plates, but V&P is currently in the process of registering the car in the UK.





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# Monster hunt

How better to hunt for Loch Ness' fabled creature than in this monster of a car, the XFR-S Sportbrake?

WORDS & PHOTOGRAPHY **PAUL WALTON**

**I**t starts slowly at first, with only a couple of people registering what is right in front of them, but that number soon rises. Two, four, eight... Before I know it there is a small crowd pointing and staring at the same thing, many saying they can't believe what they are seeing.

I know how they feel. Here, on the banks of Loch Ness, is something quite astonishing – a genuine

XFR-S Sportbrake. I know it is a genuine sighting, because I am the one who brought it here.

The reason I've driven over 400 miles is to hunt for the famous monster that's said to inhabit Loch Ness' inky depths. While many have tried, most have failed and the rest simply faked it, I'm going to attempt to say for certain whether the creature exists or not. And there's really only one car for a challenge like this – Jaguar's 550PS supercharged estate.









It's easy to underestimate how far north Loch Ness is. At 150 miles from John o' Groats, there's very little of the mainland left beyond its northern shore. It's 460 miles from my house in the East Midlands and this isn't going to be a simple, Sunday drive. How will I fare on such a journey with the XFR-S Sportbrake? Let's forget about the car's formidable performance for a moment and remember it's also an estate, and a practical one at that. Its 550-litre load bay (1,675 with the seats tumbled forward) is cavernous enough for my luggage, plus the comprehensive monster-hunting equipment I'm taking with me.

In the wee, small hours when I make my way north on an empty A1, there's no denying what really makes this car

special – its supercharged 5.0-litre V8. With 550PS, the estate is genuinely quick and the performance figures only tell half the story. Officially reaching 60mph in just 4.6 seconds, the way it gets there is astonishing – the moment I touch the accelerator pedal the car increases speed with a hardness not often felt in a sensible estate. With the supercharger always ready, power arrives immediately, brutally, and uncompromisingly. It's not always an easy car to handle, especially if driven hard, and the decision to do so needs to be a measured one. Cars that a second ago were way in the distance are suddenly right in front of me.

This performance is matched with a fabulous noise: a deep, dirty growl that fills the cabin as if it's coming through the 17

speakers of the Meridian 825W surround sound system. To achieve this, the central silencer has been replaced with an X-piece and near straight-through rear pipes, combining to provide an enhanced exhaust note with the added benefit of a motorsport-style crackle on the overrun. It's not a car to be driven if you don't like drawing attention to yourself, or, for that matter, trying to sneak up quietly behind a mythological creature.

The firepower isn't just about making the car fast – it makes for a stress-free drive. After crossing the A66 and joining the M6 motorway heading towards the Scottish border, at cruising speed the engine is at 1,500rpm: very relaxed. At the same time, I know if an errant lorry driver suddenly pulls out in front of me I have the power at my fingertips to overtake it in a heartbeat.

This car looks great, too. When creating Jaguar's first performance estate, it would have been easy for studio director Ian Callum and his team to go over the top, to have made it look like it had just been driven through the centre of Halfords. Instead, the transformation from estate to super car has been sensitively handled.

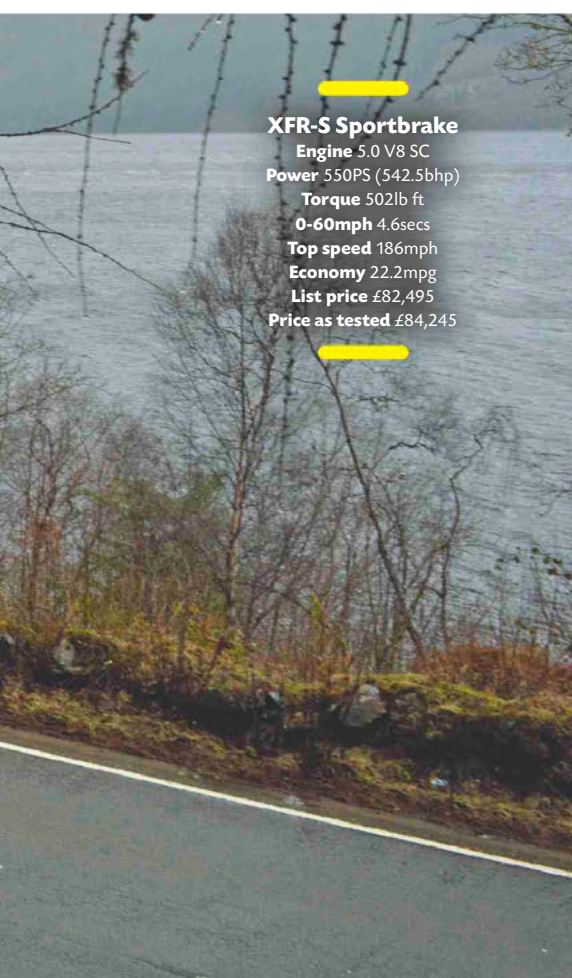
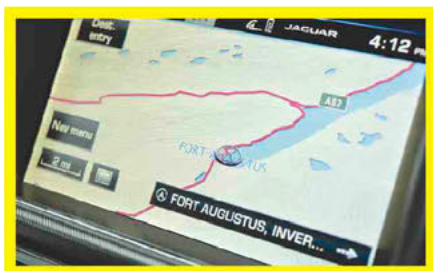
At the front, there is a new, deeper bumper that incorporates larger, lower central and side air intakes – the former framed in carbon fibre – that provides improved airflow into the engine bay. This, along with the revision of the engine management programming to F-TYPE R specification, results in an extra 40PS and 40lb ft of torque over the standard XFR. A front splitter at the lower edge of the bumper provides the first of a number of



Paul checks the water using his comprehensive monster-hunting equipment







#### **XFR-S Sportbrake**

**Engine** 5.0 V8 SC  
**Power** 550PS (542.5bhp)  
**Torque** 502lb ft  
**0-60mph** 4.6secs  
**Top speed** 186mph  
**Economy** 22.2mpg  
**List price** £82,495  
**Price as tested** £84,245

aerodynamic changes designed to smooth the passage of the car through the air at high speeds. There are extended side sills and aeroblade mouldings behind the front wheels. The extended rear bumper also incorporates a central, carbon fibre diffuser, deeper than the XFR's and which reaches further under the rear of the car to reduce lift. The six-spoke, 20in Varuna alloys finish the car's more aggressive look and set the car apart from its lesser brethren, especially in French Racing Blue. At every coffee break (of which there were a lot) or petrol stop (even more of these), people want to know more about the car, expecting it to be a BMW or Audi, and they seem pleasantly surprised when I say it's a Jaguar.

Thankfully, it's also very comfortable – the black leather seats giving the right amount of support. If I'm picky, the interior isn't different enough from a standard model, never mind an XFR, to warrant the £80,000 price tag. Only the blue stitching in the fascia sets it apart.

At Dunblane, I take the A9, which is one long, continuous grey ribbon of tarmac. At 273 miles, it is the longest road north of the border, and because it's the main route to John o' Groats it's often referred to as the spine of Scotland. The scenery through the Cairngorms National Park is stunning, but

there's little time to stop to enjoy it – I have a monster to find. When I reach Inverness, I finally turn off the A9 and travel the final few miles to Loch Ness along the A82.

It's partly because of this road that the legend of a monster has grown over the last 80 years. The first recorded sighting of an unexplained creature in the water was in 565 by Saint Columba, an Irish priest who was touring Scotland to teach Christianity. Apparently, when he saw a man swimming to rescue a boat that had come loose, a creature is said to have risen out of the water to attack the man. St Columba held up his cross and shouted, "Stop! Go thou no further nor touch the man." The animal is said to have slid beneath the water.

Reports of strange things seen in the loch can be found throughout the 18th and 19th century, but it wasn't until the Thirties that the legend of the monster became what we know today. In April 1933, Mr and Mrs Mackay were driving down the side of the loch from Inverness to their home in Drumnadochit when Mrs Mackay noticed a disturbance in the water. Thinking it was from water birds, she watched – but it wasn't ducks that she saw, rather a large beast rolling in the loch. The sighting was reported to the Inverness Courier, where it was described as a monster for the first time, and



## THE DEEP BARK FROM THE EXHAUST RICOCHETS OFF THE ROCK, SOUNDING LIKE A MONSTER'S MATING CALL



the legend was born. Many more sightings followed, thanks partly to the opening of the A82 along the north shore in 1933, which gave better access to the lakeshore.

The first photograph of the monster came in November 1933, but the image that has had the biggest impact was taken a year later by Robert Kenneth Wilson. Known as the surgeon's photograph after Wilson's profession, the grainy, black and white image was the first to show the now-familiar humps and long neck. The picture became internationally famous and even though many claim it's a hoax, 82 years later it still defines the way we think of the Loch Ness Monster.

Following a constant stream of sightings, the Sixties and Seventies saw an abundance of large-scale scientific expeditions, many led by Dr Robert H Rines. As president of the Academy of Applied Science in Boston, Massachusetts, his interest in the monster started after he claimed to have seen it during a visit to Loch Ness in 1970. Despite

taking underwater images that showed what appeared to be a flipper and a head, they weren't quite clear enough due to the murkiness of the water.

No tangible proof of the creature's existence has ever been made, but this hasn't stopped the flow of sightings. In 2012, a paranormal investigator, Jonathan Bright, took a photo that he claims shows Nessie's head emerging from the loch. Last year, a satellite image showed a shadowy form with two giant flippers in the water measuring around 100ft long. And then, just a week before my visit, a tourist filmed an unexplained disturbance in the middle of the loch. Was this the monster? Perhaps a bigger question is, will I see anything myself?

As I approach the loch from the northwest shore, this vast piece of water seems to go on forever, and at 23 miles long, it is twice the length of Lake Windermere. I

am excited to be here and by the challenge ahead, so I pull over at the first lay-by and start scanning the water. While Dr Rines used an armada of yachts to pull sonar equipment up and down the lake, my equipment consists of a pair of dusty binoculars borrowed from my father. I'm soon focusing on the water's surface, which is very dark due to peat particles floating throughout the loch. With a maximum depth of 745ft, it is deeper by some margin than the Great Pyramid of Giza is tall; if a monster is to be anywhere, this is the perfect place.

After ten minutes of searching, I suddenly see a dark blur in the corner of my eye. My heart starts to pound – can this be it? I then realise I have my finger over the eyepiece. Time to move on.

It doesn't take long to realise that as well as offering breathtaking views of Loch Ness, the A82 is also a little piece of motoring nirvana. Due to its long straights and fast corners, it is one of the greatest driving roads in the UK. Despite its size, the XFR-S Sportbrake makes a perfect car to experience it to the full. To begin with, the acceleration is sharp, perfect for quick blasts of power on the short straights. So, as a corner begins to unwind, I hit the accelerator pedal and the car responds instantly. It picks up speed so easily and so effortlessly. Keeping all that power under control is an eight-speed Quickshift automatic gearbox.

Rather than let the 'box do the work, I prefer to use the steering column-mounted paddles. When I change down, the engine management system automatically blips the throttle and the change is crisp and immediate. Jaguar says this system is to "ensure the XFR-S Sportbrake remains balanced and composed." I think it just



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sounds good. By monitoring acceleration and braking forces, the car detects it's now being driven, erm, enthusiastically and so the transmission has automatically made the gearshifts more aggressive so they change later in the rev range. While the Sportbrake was a comfortable cruiser on the journey here, in this situation, it's become a full-blown sports car.

The latter description now applies to its handling. Always composed and perfectly balanced, the big car isn't unsettled by fast corners. The gearbox plays a part in this, too. Corner Recognition senses when the car is negotiating a bend, and the transmission holds the correct gear for the exit. Plus, the R-S Sportbrake's rear suspension has been modified, with revisions to both the rear spring rates and the adaptive damper tune. The active electronic differential and dynamic stability control settings have also been retuned for a firmer feel than standard. Finally, the anti-roll bars have been changed and the rear axle modified. These updates give me a feeling of being in perfect harmony with the car – I'm totally connected to it, as if I'm plugged into the ECU.

I approach a series of tight left-right-left bends and the sudden changes of direction fail to have any affect on the car, since its overall lateral suspension stiffness has been increased by 30 percent, with front and rear spring rates increased by the same amount. Plus, Jaguar's adaptive dynamics system actively controls vertical body movement, roll and pitch rates, through the use of continuously variable dampers. The steering is also nicely weighted: the front

suspension knuckles have been revised for increased camber and castor stiffness, which, along with new wheel bearings, increases steering precision.

Obviously, with all that power, Jaguar's engineers have worked their magic on the R-S' stopping power. When I have to stamp on the brake at a particularly sharp corner, the car scrubs off speed in a smooth, progressive way. The 380mm front and 376mm rear discs are internally ventilated for repeated stopping power. There's also additional cooling from under-body air channelling. Clever stuff, and one of the many reasons why this car will go down in Jaguar's history as something very special. And rare.

With the next generation of XF recently announced (see News, p6) time will soon be called on the R-S Sportbrake. Whether it is to be replaced or not is currently unknown. It was never a mainstream model, and perhaps the idea of a 186mph estate was always a crazy one, but then, it's no crazier than the idea of a monster living in Loch Ness, I guess.

The A82 continues to twist and turn its way, the dark body of water on one side, unrelenting rock faces on the other. The

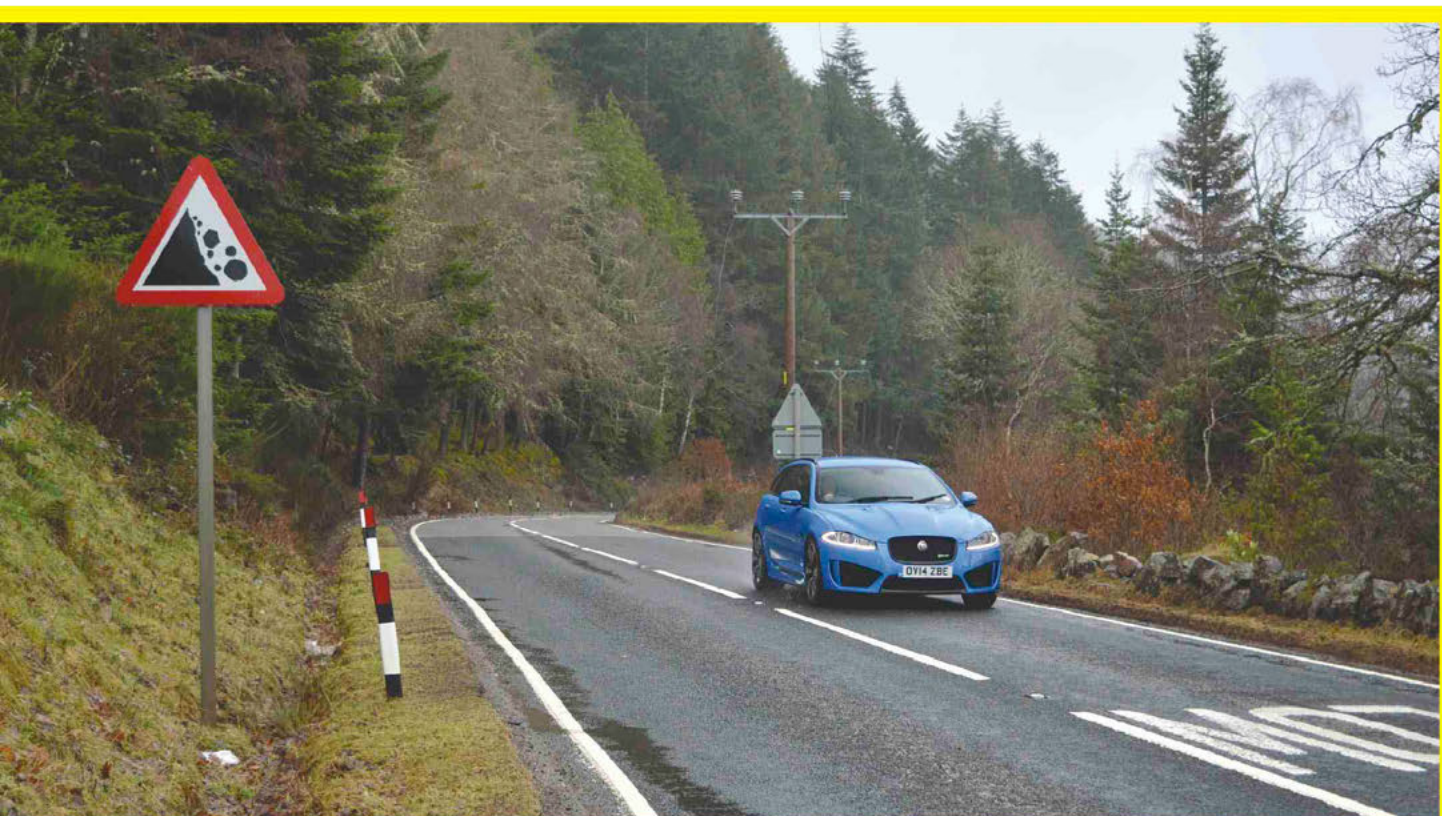
deep bark from the exhaust ricochets off the rock, sounding like a monster's mating call.

I continue to stop regularly in the many lay-bys to scan the water, but other than a few birds defying the possibility of being gobbled up I see nothing. I pass the beautiful remains of Urquhart Castle. It has stood on the water's edge since the 13th century, watching the loch. It knows whether the monster is real or not, but the crumbling stone walls aren't giving up their secrets.

After 27 miles on this fabulous road, I reach Fort Augustus, a small village on the western edge of Loch Ness and decide to stop for a coffee. Busy despite the rain, a small crowd soon gathers around my bright blue car. It might not be green with a large tail, but this amazing car still captures their curiosity.

Sipping my coffee, I feel a little disappointed at not being lucky enough to confirm the myth, but I do know, that with its massive amounts of power and aggressive looks, there is a genuine monster here. It's parked outside the cafe. ☞

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# HANDS ON

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PAUL WALTON – EDITOR

## XJ 3.0d LWB Portfolio and S-TYPE 2.7d Sport

Paul's away with the family, but leaves his faithful S-TYPE behind

**T**HE IDEA of using a £70,000 luxury executive saloon for transporting two children to the seaside might seem a tad absurd, but you wouldn't own a Monet and leave it in the crate. The XJ LWB 3.0d Portfolio was originally obtained for my twin-test with a Range Rover in the previous issue, but with the photoshoot over, it stayed with me for a few more days. Not surprisingly, I chose the Italian Racing Red car over my own S-TYPE 2.7d to go away in for a long weekend at Butlins in Skegness. I'd like to say there was an editorial need for this, but in reality I simply like arriving in style.

Putting its luxurious image aside (and my ego), the XJ is still just a saloon and comes with four doors and a decent-sized boot as standard. It might not be as practical as the gargantuan Range Rover, but at 520 litres the XJ's boot is actually 120 litres larger than my own S-TYPE's. Not only that, the carpet is much softer, and the pile much deeper. My tatty luggage appeared as mismatched next to it as Real Madrid striker Gareth Bale would look playing in a Sunday league match. But my baggage wasn't as out of place as much as my boys were when they clambered onto the rear seats. With so much leg space, their feet barely reached the front seats and they could stretch out further than David Cameron in his bullet-proof XJ Sentinel. The



luxuriousness of the rear seemed wasted on them but neither of them can drive so I had no other option. The pair also used the twin tables that swing out from behind the front seats. Jaguar calls these 'business tables,' but if I'm honest, there was little business going on back there, unless you include counting out their Starburst.

It wasn't long before the optional Premium Rear Seat Package that's fitted to this car (which includes two 10.2in screens and WhiteFire wireless digital headphones) was in use. Operated either from the front touch screen or a remote control in

the rear, it kept them entertained for the two hours it took to reach Skegness. The package might cost a whopping £8,500, but if you're a chairman of the board about to order an XJ, I can't recommend the package enough, whether or not you plan to watch *Diary of a Wimpy Kid*.

With 275PS from the 3.0-litre V6 diesel, the 60 miles to the Lincolnshire coast were covered easily, the engine having plenty of torque to make overtaking lorries and caravans a doddle. I simply pulled on the left-hand column-mounted paddle to drop a couple of gears and, as the revs rose, the acceleration was instant yet refined. Think Usain Bolt sprinting in carpet slippers. The ride was equally impressive, any jolting from the many deep potholes that scar the A16 being filtered out before reaching the cabin. A thoroughly enjoyable weekend made even better by a thoroughly enjoyable car.

The XJ was returned to Jaguar on our return and I was soon back in the driving seat of my S-TYPE. This wasn't an issue, especially following the work Nene Jags Specialists of Peterborough carried out in early March (see JW, May 2015, p86) that improved its presentation and, with new rear discs and pads, its braking. The latter was especially important a couple of weeks later as an MOT was due. I needn't have worried since the car passed. Annoyingly, the state of the rear tyres was included on an advisory notice; just 12 months and 12,000 miles after I had them fitted, they're already close to being illegal. Admittedly, some of those 12,000 miles were towing the caravan, but I'm disappointed at their wear. So maybe it's not a priceless painting I should leave in the safety of a crate, rather my own car. 🐾



Jack and Jamie enjoyed travelling in the rear of the XJ, especially watching DVDs



At 520 litres, the XJ's boot is large, but then it needs to be



The XJ LWB Portfolio at Butlins in Skegness



Paul's S-TYPE outside Express Autocare's garage following its successful MOT





JIM PATTEN – EXECUTIVE EDITOR

## 1966 E-type coupe

JP's man in the garage, Bilko, takes a chance and breathes life into the fixedhead E-type's engine

**O**H HOW we danced! Even with Bilko's arthritis and dodgy back, we skipped around the workshop to the dulcet tones of an E-type engine pulsing through the delicious Hayward & Scott exhaust system. We'd had the engine rebuilt for some time now and had planned to run it up on a test bed. But there was no time, so we took a chance and fitted it without trial.

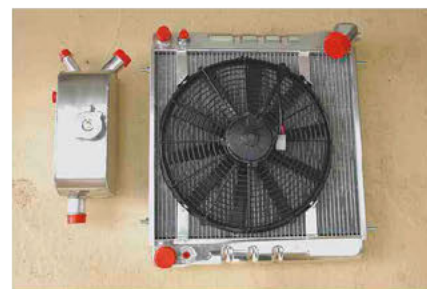
Still yet to determine how we will fuel the car – carburettors or injection – we had one opportunity to fire the engine up, and that was to use the temporarily redundant components sitting idle while the engine on our open car is being rebuilt. So we fitted the 123 distributor, hung on the carburettors and even fitted the complete exhaust system, and were ready to go. With his usual cautionary nature, Bilko reverse primed the oilways by using an external oil pump through a modified gallery bung, and then we were ready. It didn't start first time; we'd put a drop of oil down each bore and the plugs wouldn't give a bright spark. The first couple of turns gave us oil pressure, though, and once we had changed the spark plugs all cylinders sang in unison – and what a tune it was. We've had about an hour's running so far and we are seeing good oil pressure with no nasty mechanical noises.

Satisfied, we stripped the seconded parts off and I took them up to Rob Beere, where

the other E-type has just been completed. Rob and Carl turned up some diabolical work on that engine, but I shall tell all when I have the full story. As I write, that engine has yet to go on the test bed for a run up, but I am anticipating a happy ending to this woeful tale.

We have advanced with the cooling of the fixedhead engine. I spoke with NAR (a specialist radiator company in Northampton) about a suitable system. This is one company I have total trust in, which is not surprising really, since it sorts the cooling on the UK's military vehicles when overheating in a hostile environment with 52degC ambient (and while under attack). Whatever else happens, our squaddies can keep their cool. With Aston Martin and Jaguar aftermarket as clients, I reckon our E-type is a walk in the park for these guys. So, I have the company's latest-design radiator with built-in cooling fan and an aluminium header tank. Samco hoses with satin black finish should keep the Evans coolant inside where it belongs. We are still delayed by the bulkhead vacuum pipe, though, and I hope that the replacements arrive in the near future.

Other parts are now arriving in quantity, with our overhauled indicator switch from SNG Barratt looking good. I've been constantly checking the progress on our open E-type (sorry to have been a nuisance, Les!) and it is looking good. The shell is in



NAR radiator and aluminium header tank is a thing of joy




Samco hoses are built to go the distance



Open E-type engine now fully built at Rob Beere



the spray booth and the whole car should be back before Easter. Then, we really will have our work cut out, as we have about a month to put it all together if we are to take it to Italy in June. I can see a lot of very late nights in April. But, at least we know that most of the parts are tried and tested. Only the differential and engine needed work and both have been with the best possible people. 

### CARS OWNED:

- 1949 Swallow Gadabout
- 1966 E-type open two-seater
- 1966 E-type fixed head coupe



# YOUR JAGUAR



## CHRIS PALMER 2006 X350 XJ8

New Zealand enthusiast Chris Palmer explains why his passion for Jaguars led him to buying a 2006 XJ8

**I** TOOK 63 years, but I've bought the car of my dreams, a 2006 Jaguar XJ8. Since my parents didn't own a car until I was 19 years old, I always had a fascination about them from an early age and can recall how excited I was when my father brought home our first new car (albeit a Singer Chamois).

I'm originally from Surrey (but have lived in New Zealand since 1972), and my love of cars grew even stronger during my pre-school days when a school friend's parents used to run me home in their Jaguar. As a child, this

was pure luxury transport: what with the comfort, the smell of leather, the walnut dash and so on, I was always disappointed the trip didn't last longer than the 20 minutes it took to get home from school. They always had the latest Jaguar, too. As soon as a new model came out, they would trade in their old one, which meant I was able to ride in the different marques that came out during that time (around 1957-1962). So Jaguars became firmly imprinted in my mind from a young age and to own one became a stronger goal as the years and decades passed by.

With a budget of \$30,000 (approximately £15,000), my search for a Jaguar began just over two years ago – but which model? My original thoughts were an X100 XK8 or its replacement, the X150, but being an avid golfer I needed boot space and a decent one was going to cost a lot more than my budget. After looking at X-TYPEs and S-TYPEs, I realised just how cheap used luxury cars were at that time

and so started to explore XJs as well.

To cut a long story short, I found my dream car (a Japanese import) that had just come in at a European car specialists. I managed to secure it, after a bit of bargaining, for \$28,000. It only had 64,000km on the clock, was in immaculate condition and had the bone leather upholstery that I wanted.

The Zircon blue paintwork is the icing on the cake. It still turns heads as I drive around and I get a number of comments from passers-by who love the look of the car. I have always liked the distinguished, unmistakable looks of a Jaguar with its classic lines.

My model has the smaller 3.5-litre engine, which still has more than enough power when I need it, but is remarkably economical if driven sensibly. I love driving the car because it is so quiet, smooth and comfortable and I enjoy my trips away much more than when I was driving my other vehicle, a 1998 LWB Toyota Prado, which I still use for work. The only drawback is that it has a small boot for such a large car (it's not deep enough).

What makes my car stand out is that there are so few of this series (or other Jaguar models, for that matter) out there on the road in New Zealand. The prominent European car here is BMW followed by Mercedes-Benz, while the retro S-TYPEs seem to be the most common Jaguars.



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# Soundproofing an X-TYPE

Acoustic experts at Noisekiller can reduce unwanted vibrations, road and engine noise in your car

WORDS AND PHOTOGRAPHY  
ROB HAWKINS

**Y**OU COULD be forgiven for thinking that an executive car such as a modern day Jaguar shouldn't need any soundproofing, assuming it to be packed with materials to ensure the ride quality is as quiet as possible.


Sadly, when we started to strip down the X-TYPE 2.0D Sport shown in our photographs, we found hardly any soundproofing material in the boot and only a thin cover on the underside of the bonnet. Plus, the thin steel skin for the spare wheel well would be better suited in a steel pan band. And don't get me started on the paintwork on the underside of the bonnet, which only covers the front area. All of these cost cutting exercises mean that sound specialists such as Noisekiller remain in a job, because fitting soundproofing material can make a massive

improvement towards reducing unwanted road and engine noise as well as vibrations.

Noisekiller uses three types of soundproofing material. One type is a non-adhesive sound barrier, a thick mat that is fitted to the floors of the cabin, boot and underneath the back seat. A thinner, self-adhesive, barrier mat is adhered onto the sides of the boot, under the spare wheel, around the arches and inside the doors to reduce vibrations and absorb engine and road noise. The underside of the bonnet can be covered in a self-adhesive product called Vibrasorb, which absorbs engine noise and vibrations. As well as these materials, Noisekiller fits engine blankets if required, which reduce noise coming from the top of the engine.

We follow an X-TYPE 2.0 diesel Sport as it goes through the process of soundproofing. We have limited the number of parts that need to be removed to reduce the time required to fit the soundproofing, so some aspects of the work may be a little fiddly to complete.

## DOING IT YOURSELF

Difficulty   
Time required: 6 hours  
On your own? Yes

## TOOLS:

- Crosshead screwdrivers
- Decorator's roller
- Panel wipe and clean cloths
- Trim tools

## COSTS AND CONTACTS:

Noisekiller  
0161 652 7080  
www.noisekiller.co.uk  
DIY soundproofing kits from £200  
incl VAT (plus p&p)  
Fitting charge: from £100 at  
Noisekiller's workshop/£180 mobile

\*Readers wishing to carry out any of the tasks outlined in technical or step-by-step features should ensure they have the necessary skills and equipment to do so safely. Kelsey Media accept no responsibility for any injury or damage incurred in the process of following one of these features



## CABIN AND CARPETS



**1** We're going to fit sound barrier underneath the carpets, but want to see if this can be done without fully removing the seats and detaching any electrics. First, the plastic trim is removed along the sills.



**2** The front seats in our X-TYPE are secured with 10mm bolts. We have a manual slider for fore and aft movement, so we move the seat fully back so that we can remove the two front-most 10mm bolts that are threaded into the floor.



**3** Next, we move the front seats fully forward to reveal the rear-most seat mounts. There are two 10mm bolts in view on the outer mount, but there's a plastic cover over the other two, secured with a crosshead screw.



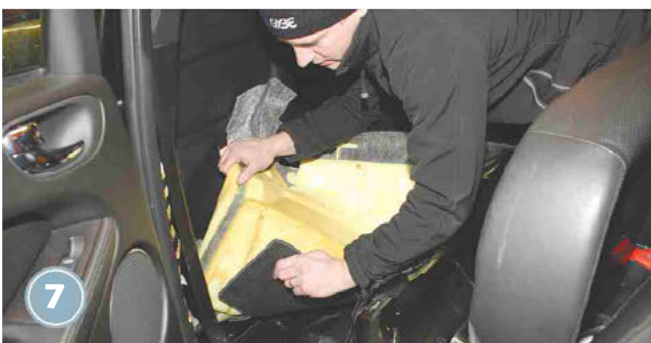
**4** After removing the plastic cover, we can now see the last two 10mm bolts and undo them. The seat is now loose, but we do not remove it otherwise we would need to first detach its electrics.



**5** Instead, with the seat tilted into the rear footwell, there's room to squeeze a thick, pre-cut piece of sound barrier under the front carpet and into the front footwell. Space is tight and the carpet is strong.



**6** The rear of the carpet can be lifted up if the seat base is released. It's located at the front corners by two metal hoops in plastic locating points in the bodywork. Here, Noisekiller proprietor Grant Bithell manages to pull them free.



**7** The front seat is moved forwards and there's room to slide another pre-cut piece of sound barrier under the carpet and into the rear footwell. The pieces of sound barrier are smaller than the front pieces and there's lots of room.



**8** A pre-cut piece of sound barrier is placed under the rear seat to absorb unwanted noise from the road and the fuel tank. The rear base is refitted and the interior reassembled.



## IN THE BOOT



**1** The spare wheel and the carpet over it are easily removed. Next, we use a selection of plastic trim tools to release some locating plugs to allow us to remove the remaining trim and carpeting.



**2** The spare wheel well has two drain holes with rubber grommets, which reveal a little surface corrosion on our X-TYPE when removed. They are both wet, so we dry them out and clean off the rust before proceeding.



**3** Noisekiller has soundproofed several Jaguars, so has the templates to pre-cut the material required. As we are at the workshop, the templates are used to double check where the material should be fitted.



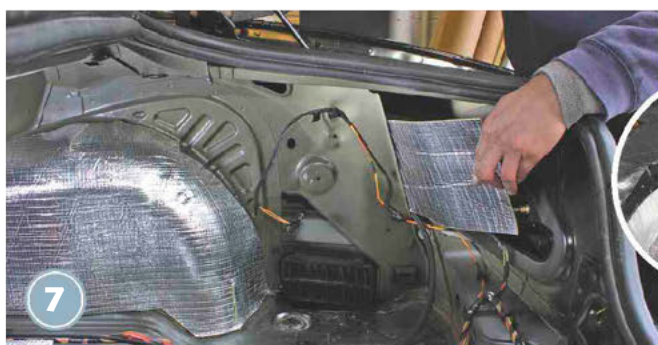
**4** The pre-cut pieces of adhesive barrier mat are trial-fitted inside the boot to check they are the correct size. After peeling off the backing paper, we stick them in position and press down firmly using a decorator's roller.



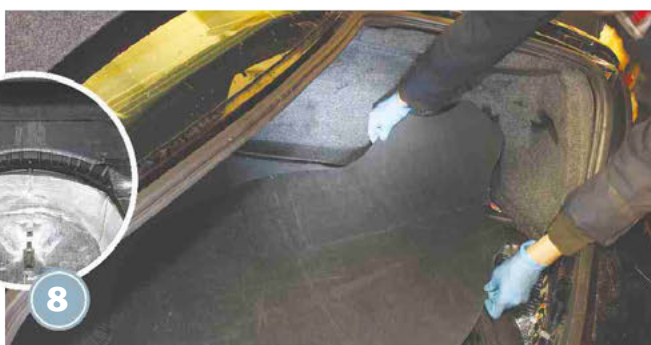
**5** The spare wheel well needs to be substantially soundproofed as this area is effectively a steel drum and can transmit lots of road and exhaust noise. A single piece of the barrier mat is used in the base and a few pieces around the walls.



**6** The two drain holes mentioned in step 2 are covered by the soundproofing material, but they can be located and a section of the material cut out to be able to refit their rubber grommets.



**7** There's space to squeeze a couple of patches of adhesive barrier mat on the insides of the rear quarter panels. This area can vibrate and transmit sound, but it is deadened once soundproofed.



**8** After the adhesive barrier mat has been fitted, the original trim, carpeting and spare wheel can be refitted. Finally, a thick layer of sound barrier is put underneath the main boot carpet, over the spare wheel.



## UNDER THE BONNET



The underside of the bonnet has a thin cover that needs to be removed to fit extra soundproofing material. It is secured with several fiddly plastic plugs.



Noisekiller checks the templates it has in stock are the correct ones for soundproofing our X-TYPE as there can be differences between models and, in some cases, years. It's best to check first.

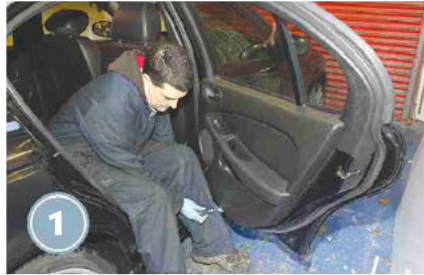


Before sticking soundproofing material to the underside of the bonnet, the metal surface needs to be cleaned to remove any dirt or oil that might reduce the adhesion. Panel wipe or white spirit is suitable.



Noisekiller fits three pieces of adhesive Vibraporb to the underside of our X-TYPE's bonnet, firmly pressing it onto the metalwork using a small decorator's roller, before refitting the original under-bonnet cover.

## INSIDE THE DOORS



Three pieces of adhesive barrier mat are required to cover the insides of the doors. Starting with a rear door, we undo two crosshead screws – one in the middle of the door (hidden by a small plastic cover) and one along the bottom.



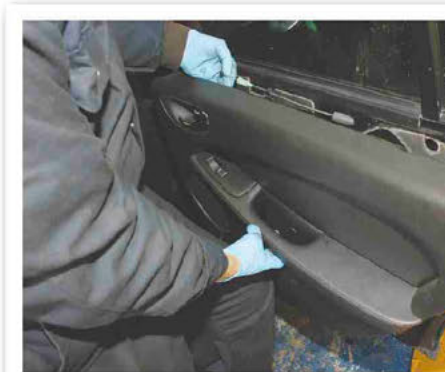
While the rear door card has been released, it should not be removed from the car just yet because the cable for the door-release first needs to be detached, followed by an electrical plug for the electric window.



After peeling back the waterproof material (missing from the door shown here), there's room inside the rear door to manoeuvre and fit three pieces of adhesive barrier mat to the door's outer skin.



Grant at Noisekiller says they have found the best way to remove the rear door cards (which are secured with several plastic plugs) is to lever them off using a couple of plastic trim tools. The plastic plugs can sometimes break off, but spares are available from Jaguar stockists.



Once all three pieces have been fitted, the small decorator's roller can be squeezed into position to firmly roll over them and make sure they are adhered securely. Finally, the door card can be refitted.



The front door cards are secured by the same means as the rear doors, with two screws along the bottom and one in the centre (hidden by a cover). The waterproof foam needs to be carefully peeled off to get inside the door.



# Q&A

## Jaguar World technical advice service

### STAR QUESTION Turbo Torment

**Q** Recently, I had problems with my 2.7 twin-turbo Jaguar's primary turbo. It was a little frustrating as the slightest motorway gradient had me changing down and fuel economy completely collapsed, too. It turned out there were a lot of blades missing from the impeller (the exhaust-side rotor) and my mechanic fixed it with a kit for £250. However, I thought that turbos were exquisitely balanced things. If there are people selling kits to replace just the impeller rotor then it must be a viable fix, but could the whole thing explode in a shower of sparks in the next 200 miles? Should I go back and say I'd like a whole new turbo?

**Steve Cassidy**

**A** The phrase 'turbo failure' encompasses a wide spectrum of maladies ranging from minor to catastrophic. To understand the possible outcomes, it will assist to have a grasp of the basic function of a turbocharger.

Essentially the unit consists of two fans mounted on a common shaft assembled in a housing consisting of a pair of entirely separate chambers. One fan (or turbine – hence the derivation) is located in the exhaust flow, using the waste energy in the exhaust gasses leaving the engine. It drives the other turbine, interposed in the induction system, forcing more air/fuel mixture into the engine, consequently developing more power. To achieve this, the unit generates in the region of 150,000 revolutions per minute – about 25 times faster than the average engine. Therefore, the integrity of the bearing the common shaft rotates on, and its lubrication system, is key to the turbo's

reliability and longevity. Failure of the bearing will allow the turbines to come into contact with the housing, destroying it internally. Additionally, if the induction turbine disintegrates, debris will find its way into the combustion chambers, terminating the power units continued existence. Failure of the exhaust turbine will simply deposit fragments into the exhaust system, which may do no harm whatsoever, or at worst, cause an annoying rattle. In your case, detachment of the vanes probably occurred due to corrosion of the turbine – causing little or no damage to the housing, thus rendering it a prime candidate for rebuilding.

Generic turbo reconditioning specialists are shy of working on the Jaguar unit due to the sensitive nature of adjusting the variable vane actuator bolted to the casing. So, as it is likely this has not been disturbed, your rebuilt item should be in better performance shape than an exchange component.



Courtesy of Sealey Products ([www.sealey.co.uk](http://www.sealey.co.uk); 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

**SEALEY**







## F-TYPE Experience

**Q** As a long-term Jaguar owner/enthusiast, I have been following the development of the F-TYPE model. A 550PS R Coupe would be my ideal, but I fear it will be a long time before depreciation brings the car down to my price range (I currently drive an S-TYPE 2.7d).

I read a feature in Jaguar World some while ago that covered an experience day in an XKR at the MIRA test track and would like to do something similar in an F-TYPE. Do you have any idea how I can get behind the wheel of my dream car without breaking the bank and at a speed where it doesn't break the law?

**Amanda Southon**

**A** Stalking an owner and marrying him might be one solution, but happily two less extreme solutions exist. JW's editor recently visited Jaguar Heritage's own experience facility at the former Prodrive test track at Fen End, near Banbury, Oxfordshire, where, in addition to the many classics on offer, some packages include the chance to sample and compare the modern object of your desire. Contact them on 033 577 0156 ([www.jaguarheritagedriving.com](http://www.jaguarheritagedriving.com)) to establish costs and availability.

Experience company 6th Gear also has a V8R Coupe in its extensive fleet. The car is available for hire at several venues across the country (including Castle Combe, Wiltshire and Rockingham, Northamptonshire) and can be driven on its own or in comparison. Full details can be obtained on 0843 178 6166 ([www.6thgearexperience.com](http://www.6thgearexperience.com)). Have fun!

## X-TYPE Light Show

**Q** I'm having problems with my 2006 X-TYPE headlights – they don't work anymore, although the fog lights do. I'm also having trouble with my taillights. As long as no lights are illuminated, everything works perfectly, but if I turn my lights on and use my blinkers, they do crazy stuff. Also, if I use the cruise and turn on the blinkers, the cruise control shuts down. Please help!

**Greg Edwards**

**A** We think this could be indicative of two or more faults. We imagine that you have already checked the headlights' bulbs and fuses. If they are ok, check the light switch function with a circuit tester.

Turning to the rear lamps, incorrect bulb specification can cause odd faults and improper earthing. As the cruise control cancels when the brakes are applied or indicators activated, it may be possible for reverse voltages to be accessing the system via those light circuits.

The above presupposes that no physical damage is evident to the wiring loom, and that earthing points are intact and corrosion free.



Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400 Email: [jwm.questions@kelsey.co.uk](mailto:jwm.questions@kelsey.co.uk) Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN16 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967)  Kevin Brackley of Chiltern of Bovingdon (01442 832932)  and Tom Lenthall of Tom Lenthall Ltd (01189 762899) 



# Left right, left right

**Stand to attention, you 'orrible people! You're all on a charge, but instead of 100 press-ups, you're going to do the old left/right routine, only this time it's changing a left-hand-drive E-type to right-hand. I want it done properly and it will be spotless. I'll be watching you...**

WORDS AND PHOTOGRAPHY **JIM PATTEN**

**W**ELL, WE might not be working with military precision, but we will still attempt to get some order in place. Converting an E-type from left-hand drive to right is easier than for most marques because Jaguar liked to make things simple on the production line.

The main bodyshell is ambidextrous, allowing all the specific parts for steering on either side of the car to be fitted. Some components will even swap sides, too.

While it is much easier to swap steering sides during a restoration, it is possible to do the work on a complete car. It is more awkward, but as long as everything is considered, a thorough job can be done. It might be tempting to skip over some of the work as unnecessary, for example the windscreen wiper park position (the wipers should rest at the other side to the driver). Strictly speaking, it isn't an essential job, but it does make the work complete and, more importantly, takes resting wipers away from the driver's eyes. Another thing some might do is leave the

centre dash switches untouched, although their position is determined in sequence from the driver. Closest to the driver on either left- or right-hand drive will be washer and wiper; furthest interior and panel. Leaving these parts alone is a clear indication that the job has not been done properly and could affect not only your credibility, but also the potential value.

It is always a good idea to replace an aging wiring harness as a matter of course, given the age many now are. The years and heat make them brittle and fragile, rendering them extremely dangerous – the slightest





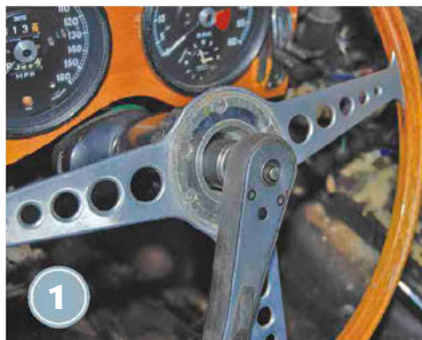
malfunction could cause a fire. Much of the wiring behind the dash is handed, so unless each individual wire is to be extended from one side of the car to the other, a new harness will be needed. The Series 3 isn't too bad because the wiring is routed through the centre behind the dash, and can be rotated to either side. But, in our view, there are potential hazards in moving wires that have been in the same position for years. The brittle nature of old wiring would inevitably lead to cracking if disturbed.

Of the mechanical components, the steering rack is the most major part to change. Although the internal rack-and-pinion would interchange, the steering rack body is unique for each side. We were lucky to stumble across a right-hand-drive rack. They do appear, though, and at the time of writing one sold on eBay for £180, condition unknown. An alternative is to buy a complete replacement from SNG Barratt. Parts that will swap across are the steering column inner and outer, as well as the various brackets. The brake and clutch pedal housing will also be a direct switch, although the pedals are different with their own dedicated shape. On a left-hand-drive car, the throttle pedal and steering column housing is one unit; on the right, they are separate housings. Right-hand-drive steering column housings are readily available, while Mangoletsi produces an excellent cable-operated throttle housing with multiple adjustment, a considerable improvement over the original. Blanking plates cover the redundant holes on the opposing side, and while one cover will move from right to left, it lacks the brake master cylinder bracket. Replacements are available.

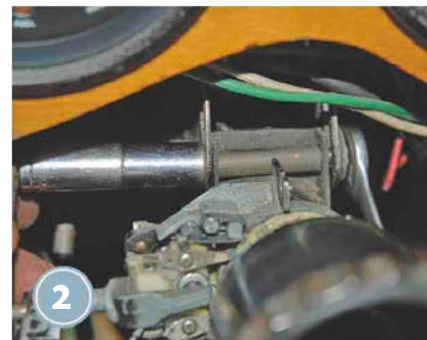
An area that is currently proving difficult is the lower bulkhead vacuum pipe. Those currently available simply do not fit. We have taken an original from our open car for SNG Barratt to make copies. Hopefully, the copies will be on the market by the time this feature appears. The pipe is needed on a right-hand-drive car to route vacuum from the brake master cylinder reaction valve to the servo. As the fluid reservoir on a left-hand-drive car sits right above the servo, there is no need to transfer vacuum. Early 4.2-litre cars used external vacuum pipes, so that's another option.

Now, the safety issues. You will be dealing with steering and brakes, not to mention wiring, three potentially deadly areas of work. Make sure that you are clear about what you are doing. Make no compromise, and if in doubt, seek specialist advice.

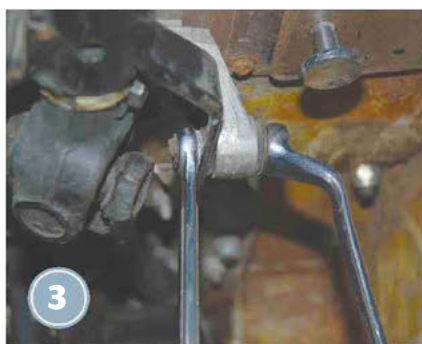
**NEXT MONTH:**  
Fitting the 'right' parts



**1**  
The first and obvious job is to remove the steering wheel. Ours will be replaced by a Nardi unit



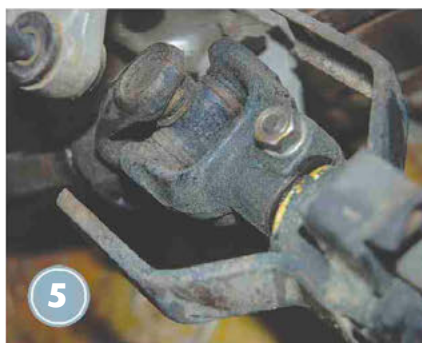
**2**  
The upper steering column is held to a bracket. Remove top bolt



**3**  
Remove the lower steering column bracket bolts



**4**  
The top steering column shaft is secured to the joint by a pinch bolt. Remove the bolt



**5**  
Lift the column away. It will be used again on the right-hand side once overhauled



**6**  
Undo the bolts securing the aluminium lower bracket and remove

**7**  
Undo the four bolts securing the top column bracket and lift away





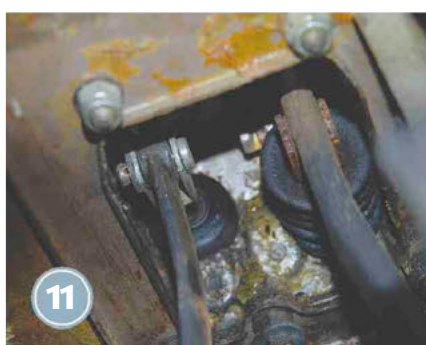
**Using an Allen socket, remove the pinch bolt securing the steering column to the steering rack and lift away. It will be re-used on the right**



**Remove the track rod end nuts, then use a ball joint splitter or alternatively a hammer and lever to 'break' the joint**



**Release all nuts and bolts holding the steering rack and lift away. The rack body is dedicated left-hand drive, although internals fit either way**



**From the driver's footwell, release the split pins securing the clevis pins and remove the brake and clutch master cylinder pins**



**Release the master cylinder nuts and lift the cylinders away. Retain, as some parts will be needed to adapt the new parts**



**Back in the footwell, remove the brake and clutch pedal housing**



**Lift the housing away. This will be used in the right-hand drive format**



**The accelerator linkage and steering column housing is released from inside the footwell, but cannot be used in right-hand drive form**



**From the passenger side, remove the blanking panels covering the right-hand drive application**



**Release and remove all clutch and brake fluid reservoirs and place aside. They will need to be relocated**



**Lower the centre dash, remove the wiring, and release the panel from the pivots**

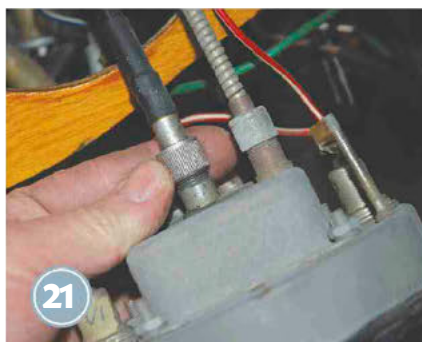


**Don't worry about the wiring – you should be replacing it anyway**





**20**  
Remove both speedometer and rev-counter. If in kph, the speedometer will need recalibrating to mph



**21**  
Obviously, the speedo cable will be shorter so just remove and abandon



**22**  
The heater cables can be seen through the rev-counter hole. These can be removed at the heater end



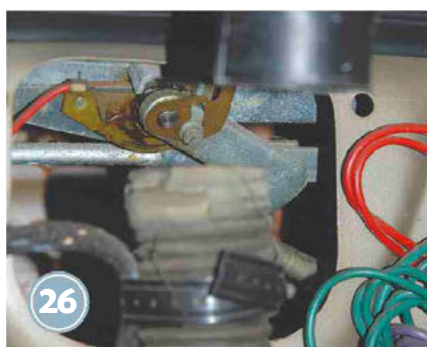
**23**  
The side dash assemblies are held by these fasteners in the instrument panel area with further brackets by the screen pillars



**24**  
Lift away the speedo/rev-counter panel



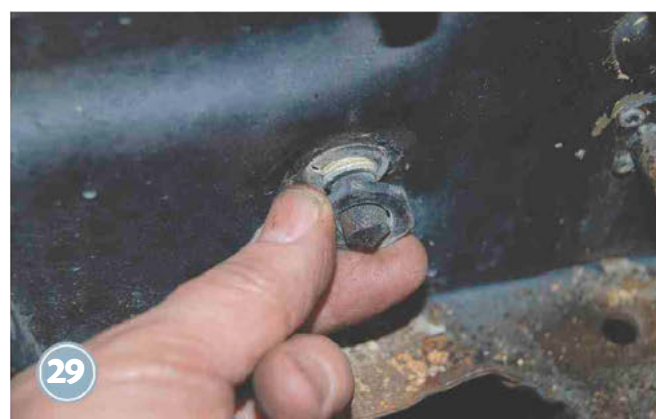
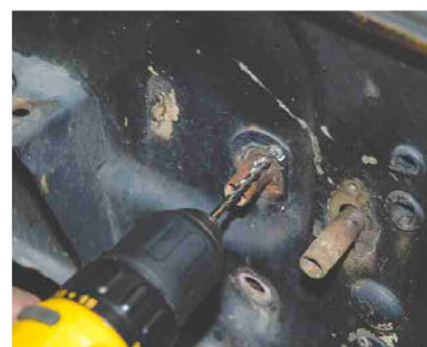
**25**  
This panel also holds the choke controls and should be removed from the carburettor end



**26**  
If it is a straightforward conversion, this copper contact should be loosened and moved to the other side of its travel to facilitate the park position



**27**  
If a new bulkhead vacuum pipe is being fitted as per right-hand-drive cars, then the wiper assembly and coolant pipes will have to be removed anyway, as they obstruct



**28**  
Our wiper motor was overhauled to right-hand drive specification. Otherwise, the wires need to be re-aligned

**29**  
The fine-tune park switch also needs to be removed as it is connected to the wiper assembly



# GEARBOX



## E-type S1 rear lamp gaskets

For some time now, the only available gaskets to fit between the rear lights and the bodywork of an S1 E-type open two-seater have been a little on the short side, requiring some dexterity to get them to fit. Even then, stretching a gasket shortens its life. However, SNG Barratt has now solved the problem by

designing gaskets that do fit. Injection moulded from a tough, flexible material, they are produced on brand-new tooling to the original profile.

Part number 8624/6 is easy to install and will give years of service without degradation. Sold as a pair, they retail at £15.42 (inc VAT); US\$23.13; FR €21.43/NL €21.61/DE €21.25.

**Website:** [www.sngbarratt.com](http://www.sngbarratt.com)

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## Jaguar originals

Eagle E-types has a little jewel of talent that isn't directly involved in building E-types. Rachel May, who usually supervises the parts side of the business, has an artistic talent, which she has directed into original, one-off, A3 sketches of Jaguars. In the various sketches we have seen, Rachel has managed to capture realistic and evocative images.

If you would like one of your Jaguar (or any other subject matter), all you need to do is provide a quality image, and a background if required.

Prices start at £55 (plus £10.99 UK delivery).

**Email:** [rachelmay84@gmail.com](mailto:rachelmay84@gmail.com)

**Website:** [www.rachel-may.co.uk](http://www.rachel-may.co.uk)



## Wolf Design GTP alloy wheels

Wolf Design wheels were synonymous with Jaguar as aftermarket wheels during the Seventies, and still service the marque to this day. The company's latest design is the Wolf Design GTP, which is available in 9.0x20in and 9.5x22in and in a range of five colours, including the gloss black shown here. A bespoke service allows the wheels to be custom drilled to any five-stud fitment.

Prices start at £216.95. You can find more wheels in Wolf Design's new catalogue and buy them from 500-plus UK dealers or direct from the factory.

**Website:** [www.wolfdesign.com](http://www.wolfdesign.com)

## Power punch jump start

Laser Tools has introduced an amazing mini jump-starter power pack. This small compact unit has the power to turn a petrol engine of up to 6.0-litres.

Part number 5918 also comes with some impressive features, such as probes to check the battery's state of charge and alternator output after starting, a 12V DC output socket, two 5V USB outputs (for charging mobile phones, etc) and a digital voltage display.

It can be charged using a 240V-12V charger unit at home, although a 12V DC charging adaptor is also supplied so you can charge it while you travel, using your car's onboard 12V power port.

It is typically priced at £224 (plus VAT).

**Website:** [www.lasertools.co.uk](http://www.lasertools.co.uk)



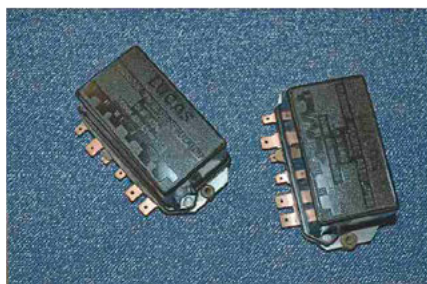


## Mk 2/E-type Lucas RB340 voltage regulator

Here's a part that could easily trip up the unwary. A unit for a Mini looks the same as that for a Jaguar, but the ratings will be different. That's because the Lucas RB340 voltage regulator is specifically rated depending on the application. Correct units are available from Classic & Vintage Dynamos, either as an outright sale or service exchange.

**Tel:** 01623 747666

**Email:** classic\_vintage\_dynamos@yahoo.co.uk

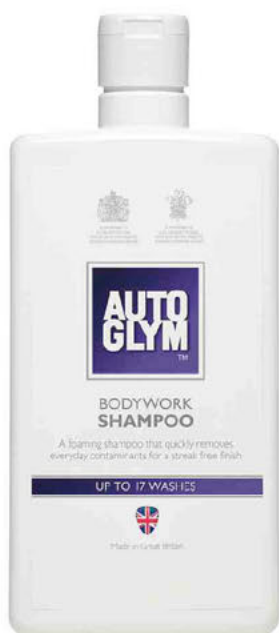


## Autoglym Bodywork Shampoo

If you'd like more bubbles in your car shampoo and a rich fruity fragrance, try Autoglym's latest bodywork shampoo. It has a rich foaming formulation that quickly breaks down and removes everyday contaminants, and has a safe, pH neutral formulation that won't affect any existing wax or polish layers on the paintwork.

The shampoo comes in a 500ml bottle costing £5.99 for 17 washes, and a one-litre bottle costing £7.99 for 35 washes.

**Website:** www.autoglym.com



## E-type stainless steel exhaust manifold

XKs Unlimited has introduced an exhaust extractor manifold made from type-304 stainless steel for the six-cylinder E-type SWB. These free-flowing six-cylinder headers are beautifully formed and welded. The set includes two polished tubular headers, and connector pipes to join to a standard system. Gaskets and other mounting hardware are sold separately. Order number 07-5024 costs £400.00; €543.00; US\$595.00

**Tel:** (+0011) 805 544 7864



## Jaguar engine coffee table

Jaguar enthusiast Micheal Scorer is producing a range of coffee tables using the marque's engine blocks as a base. The V6, V8 and the famous V12 can all be specified, although because V12s are scarce he recommends that you supply your own, if possible.

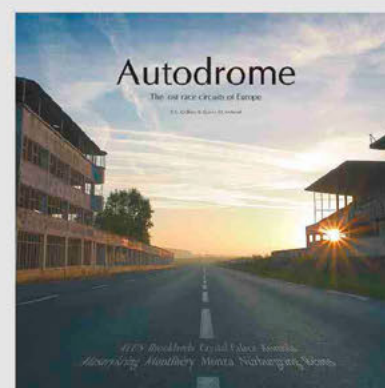
V6 and V8 tables start from £390, while the price of the V12 version will depend on the condition of the block. Weight is a factor in the powder coating price as alloy units are easier to manage. The turnaround time is usually two weeks after order.

Please e-mail Michael for further details.

**Email:** michael.scorer@ntlworld.com



## BOOK REVIEW



### Autodrome – The Lost Race Circuits of Europe

By SS Collins & Gavin D Ireland

**Publisher:** Veloce

**Website:** www.veloce.co.uk

**Tel:** +44 (0)1305 260068

**Price UK:** £350.00 leatherbound; ebook £26.99 (the ebook can also be downloaded from iTunes and other sources)

This beautifully prepared tome, which highlights nine former circuits across Europe, is now available as an ebook. You will probably recognise most of the circuits, such as Brooklands, Reims and Monza's oval circuit, but there are some that are not so well known: Keimila outside Helsinki, and Masarykring near Brno in the Czech Republic.

The book is a reminder of motorsport's bygone age, when fast and competitive racing was always top of the agenda. Every circuit shares something in common – they are no longer used. The beautiful and poignant photos show nine circuits whose former buildings are either slowly crumbling or, in the case of Keimila, the layout itself is being swallowed by a forest. Some are former road circuits – still used by modern traffic – and although the layouts are still there, sadly little of the area's motorsport heritage remains. What does, such as the grandstands at Reims, are full of nothing but ghosts.

Complete with a written history of the circuits both then and now, it is a fascinating read.





Original factory jigs are used for body assembly. This one is for an MGB roadster

# Parts centre

We visit British Motor Heritage Ltd in Witney to discover what this established classic parts specialist can offer the Jaguar owner

WORDS & PHOTOGRAPHY **ROGER KEMP**

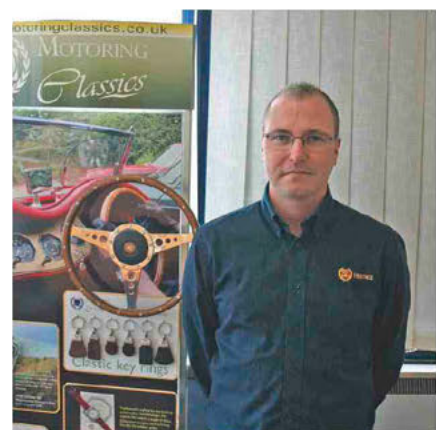
**I**T'S NOT unusual for Jaguar specialists to also make parts for other British classic cars. The Witney-based British Motor Heritage Ltd (BMH) is no different and is possibly more known for its complete body shells for MGBs, MG Midgets and Minis, as well as panels for a range of other classic British cars, including Morris Minors and most Triumph sports cars. Of the range of Jaguar parts it sells, most notable are those for the E-type.

The company was set up under British Leyland in 1983 as the commercial arm of what became the British Motor Industry Heritage Trust. Consequently, it holds a good deal of British Leyland's original tooling and assembly jigs.

The company today is based in impressive modern premises that house a number of manufacturing sections

preparing a diverse range of items. The company employs about 43 people who are not only involved in manufacturing, but also in dealing with a huge number of stock items that includes model cars, accessories and all the production records for the MGR V8. There are also an impressive number of original drawings and templates to ensure BMH manufacturers all parts to the correct specification. BMH is licensed to use original trademarks, which indicates the provenance of the items it makes.

The Motoring Classics division was created to supply a variety of parts for British brands. Many of you will be familiar with EBC brake discs and pads – the latter items being best known as 'greenstuff' pads, which are acknowledged to provide better braking qualities than standard items. BMH sells brake components for a range of Jaguars, from the 1955 'Mk 1' to the 2002 XJ8.



Sales manager Martin Davies is my guide for the day



John Yea, MD, was part of the management team when the company became independent in 2001





Floor-to-ceiling racks hold completed components ready for dispatch



Jackie Edgerley inserts the rubber blade in a windscreen wiper arm



Panels for E-type bonnets are stacked ready for assembly



A stack of Jaguar-branded crates used for carrying components

Another part of the organisation is Tex Automotive Ltd, a company well known for making door mirrors, windscreen wipers and washer accessories, also suitable for most classic Jaguars from about 1955 through to the Series 1 XJ6. (It amused me to discover that the door mirrors I had recently bought from an MG specialist in Stafford for my E-type S1 had come from Tex.)

About four years ago, BMH took on the assembly of E-type bonnets for Jaguar Land Rover. These bonnets were previously only available through Unipart, but are now supplied through the new Jaguar Heritage parts division and they are all assembled in Witney.

Sales manager Martin Davies takes me to see where the bonnets are put together and explains that full assembly of a single bonnet takes two men about two days. Typically, four men work on E-type bonnets and make about four per week. Perhaps surprisingly, Martin says he has a full order book for the months ahead. The Series 1

accounts for the major part of production and, to date, BMH has made 429 bonnets.

Panels for the bonnets arrive pressed, but require fettling and finishing before the other parts – about two dozen in total together with all the nuts, bolts and washers – can be fitted. The centre panels are the same whether the bonnet is for a Series 1, 2 or 3 car with the exception of the cut-out for the headlights. Metal has to be trimmed and finished by hand before the final assembly can take place.

Once completed, individual bonnets are put into specially constructed wooden crates that are then shipped to JLR for cleansing and painting in primer. Should you want an E-type bonnet you can only purchase them from Jaguar Heritage and it will cost you about £6,500, including VAT.

BMH sells plenty of other products suitable for Jaguars, including Samco's Classic Hose range. Featuring a matt black finish they're ideal for the XK 120, E-type and Mk 2.



Dozens of model cars are held in stock to be sold by mail order



These are the flat-pack wooden boxes into which completed E-type bonnets are despatched



Martin Pollard (left) and David Jeffs work on the centre section to ensure the headlight opening is the correct size

Managing director John Yea told me that he originally worked within the Rover Group, where he was responsible for managing the production of MGR V8 bodies in the early Nineties. Then, in November 2001, he and two colleagues bought BMH when BMW (who had, by then, taken over the Rover Group) sold it off as an independent company.

British Motor Heritage Ltd is another one of those fabulous British companies that underpin the worldwide classic car movement. It brings a great deal of revenue into the country through extensive overseas sales.

## British Motor Heritage Limited

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# ONE YOU CAN BUY

## XK8 coupe

Year: 2001

Mileage: 68,343

Price: £6,995

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No car epitomises the tempting value for money of the X100 generation of XK than the XK8 coupe. And, at £6,995, the car you see here – a 4.0-litre example from 2001 – is a great example.

Having covered just 68,343 miles to date, confirmed by plenty of paperwork and service history, it looks to have been very well cared for, and has only recently been treated to new timing chains and tensioners (which cost £360 in parts alone), so now sounds superb as a result.

Everything mechanically seems to be in good shape, with an impressively refined tickover from the 4.0-litre V8 and super-smooth gear changes via the five-speed

automatic transmission. The Jaguar's acceleration still thrills and, with an eager right foot, you're soon making very rapid progress. Yet this is one of those grand tourers that is equally happy pottering around town, such is the flexibility of its engine.

The XK8 was never one of those GTs that is great in a straight line but prone to wallowing when a bend appears. Far from it. This example retains the decent handling you'd expect from one that's had a relatively easy life. It still feels firm and grips well, while its ride quality impresses with its suppleness. If you crave a coupé with a combination of effortless performance, but

excellent day-to-day practicality, it's hard to argue against choosing an XK8.

Not only does this example drive well, it's smartly presented. Its pearlescent silver paintwork appears to be largely original, the only minor issues being a slight grazing to the nearside front corner and tiny areas of lift on a couple of panel joints. Overall, it looks excellent outside and is equally well preserved inside – the leather is in very good order, the carpets and headlining are fine, and the veneer trim still looks perfect. The only area of concern is the bottom nearside corner of the windscreen, which has a couple of cracks – these won't result in MOT failure, but a fastidious owner might want to see a new screen fitted.



## VERDICT

What you've got here is a tidy example of the XK8 coupe that offers tempting value at just shy of £7,000. Prospective purchasers should be aware of the potential running costs (such as its £285 annual VED, plus fuel economy around the 24mpg mark), but at least parts and servicing prices are competitive. So, if you like the idea of an effortless, V8-engined grand tourer, it's hard to argue with the XK8 on both logical and emotional grounds.

There'll be some potential XK8 owners for whom only the convertible will do, and that's fine if they're willing to pay a slight premium for an excellent example. The coupe version continues to offer the best value and, with its low mileage and tidy presentation, this particular example seems to be well worth considering.



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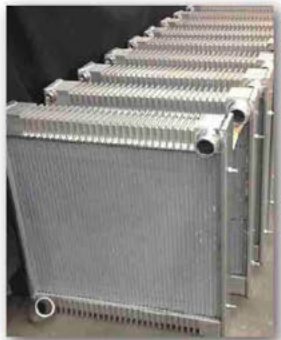
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**Jaguar XK8 4.2 Premium 2dr 2004 (04)** 111,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue - Metallic Ultraviolet, Service history, Climate Control, Cruise Control, Parking Aid, Alarm, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Upholstery Leather, Air conditioning, Central locking, Cruise control, Heated seats, Parking aid, Satellite navigation, Headlamp Powerwash, Electric Memory seats and Steering Column, Rain Sensing Wipers, 20" Sump Alloys, Ivory Leather Seats, 4 seats ..... **£9,995**



**Jaguar XK8 4.2 2dr Auto 2004 (53)** 70,000 miles, 4.2L, Petrol, Automatic, Coupe, Silver - Metallic Platinum, Full service history, 3x3 point rear seat belts, Air conditioning, Airbags, Alarm, Alloy wheels, CD Player, Child locks + Isofix system, Cruise control, Electric door mirrors, Electric windows, Folding rear seats, Height adjustable driver's seat, Immobiliser, Leather seats, Lumbar support, Parking aid, Power steering, Radio, Remote central locking, Sports seats, Traction control ..... **£10,995**



**Jaguar XK 4.2 2dr 2006 (06)** 40,000 miles, 4.2L, Petrol, Automatic, Convertible, Silver/Metallic Liquid, Service history, Satellite Navigation, Climate Control, Parking Aid, Seats Heated, Alarm, Alloy Wheels, Computer, Electric Windows, In Car Entertainment, Upholstery Leather, Keyless Entry, Xenon Headlights, Reverse Park Control, Adaptive Cruise Control, Heated seats, CD Player, Electric windows, Cats Suspension, Rain Sensing Wipers, Cup Holder, 4 seats ..... **£20,995**



**Jaguar XK 4.2 2dr \* One Owner\* 2006 (56)** 55,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue/Metallic Indigo, Full dealership history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Seats Heated, Alarm, Alloy Wheels, Computer, Electric Windows, In Car Entertainment, Upholstery Leather, Air conditioning, CD Player, Central locking, Heated seats, Power steering, Satellite navigation, Electric windows, Front and Rear Park Aid, 19" Carelia Alloys, Classic Burr Walnut interior, 4 seats ..... **£18,995**

### XK Section

**Jaguar XK 4.2 Supercharged 2dr Auto** 69,000 miles 2005 (05) Petrol Automatic Metallic Platinum, Leather sports seats, Cruise control, Reverse parking aid, Convenience pack - XK8/XKR, 20" Detroit alloy wheels, Electric front windows, 6 CD autochanger, Automatic climate control, 12 way electric front seats, Electric front lumbar adjustment, Electric adjustable steering column + Entry/exit memory, DSC-Dynamic Stability Control, Custom fit RDS audio with telephone keypad, Traction control, Intrusion sensing and inclination sensing, remote control central locking, Heated electric door

mirrors, Immobiliser, controls on steering wheel, Warm Charcoal Leather Recaro Seats, Brembo Brakes, 'R' Pack, Satellite navigation. 4 seats, ..... **£14,995**

**Jaguar XK8 4.2 2dr 2004 (54)** 74,000 miles, Petrol, Automatic, Convertible, Metallic Platinum, Service history, Adjustable Steering Column/Wheel, Alarm, Alloy Wheels, Central Door Locking, Climate Control, Computer, Cruise Control, Deadlocks, Electric Windows, Electronic Stability Programme, Head Restraints, Immobiliser, In Car Entertainment, Mirrors External + Internal, Power-Assisted Steering, Seat Lumbar Support, Spare Wheel, Speakers, Steering

Wheel Mounted Controls, Traction Control System, Warm Charcoal Leather, Reverse Park Sensors, Electric Memory Seats and Steering Column, Cup Holder, 19" Alloys, 4 seats ..... **£13,995**

**Jaguar XK8 4.2 2dr Auto 2005 (05)** 92,000 miles, Petrol, Automatic, Convertible, Metallic Midnight, Burr walnut veneer, Cruise Control, Reverse Parking Aid, Electric front & rear windows, 6 CD autochanger, Automatic climate control, Electric front seats, Electric adjustable steering column + Entry/exit memory, DSC, Traction control, Custom fit RDS audio with telephone keypad, Intrusion & Inclination Sensing, Remote

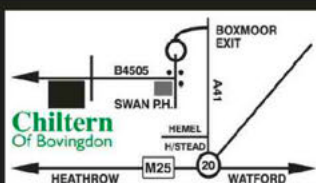
Control Central Locking, Heated Electric Door Mirrors, Immobiliser, Audio+phone controls on steering wheel, Satellite navigation, 20" Detroit Alloys, Brembo Brakes, Warm Charcoal Heated Recaro Seats, Black Mohair Hood, 4 seats ..... **£13,995**

### XJ Section

**Jaguar XJ12 6.0 4dr \* A RARE CLASSIC\*** 1994 (L) 455,000 miles, 6.0L, Petrol, Automatic, Saloon, Blue/Metallic Diamond, Air conditioning, CD Player, Cruise control, Central locking, Electric door mirrors, Power steering, Doeskin Leather, Limited

slip Differential, Sports Suspension, Forged Lattice Alloys, Great Service History **£6,995**

**Jaguar 2.7TD XJ Sport Premium 4dr 2007 (07)** 55,000 miles, 2.7L, Diesel, Automatic, Saloon, Black, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Heated & Electric Seats, Alarm, Alloy Wheels, Computer, Electric Windows, Heated Front Screen, In Car Entertainment, Paint Metallic, Telephone Equipment, Upholstery Leather, Bluetooth, 20" Calisto wheels, Front and Rear Cup Holders, Premium Sound Music, 5 seats .... **£13,995**



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## DS 420

1984, £2,500 ono. No MoT-In working order. Derby. 07870 112335 (JW)

## XJ6 S1, S2, S3 & Daimler for sale

### SOVEREIGN



1973, £4,495 ono. Engine size: 4.2 petrol straight 6, year: 1982. Tax and MoT done drive away. Never been welded. Good project car. Essex. 07983 093991 (HP)

### XJ DAIMLER

£3,000. More cash available for the best car offered. Please telephone anytime, kindly leave a message if no reply. West Yorkshire. 01924 492544

### XJ6

1980 (X reg), 35,000 miles, £0 offers. White (interior black). Clean original car. Two owners and history. Selling due to grandad's death. Not sure what its worth. Been in a film (Flick). Gwent. 01495 774400 / 774545 (PB)

### XJ6 SERIES 2 AUTOMATIC



1973, 34,000 miles, £12,995. Stunning time warp. Old MoT's, swb, power steering, correct chrome wheels, (not painted like most models) stunning unmarked leather trim. Lots of bills, just serviced. Enjoy this beauty, drives like a Jag should, enjoy the stylistics or the commodore on the 8 trak, as you cruise in this smooth old girl, a pleasure. Cherish drive enjoy, possible classic p.x. Call Tony on. Yorkshire. 01482 326821 or 07838 145871 (HP)

### XJ6 SERIES 1

1970, £400. 4.2. Laid up! Complete engine head. Unmachined. Will need complete strip down etc. Turns, full of oil etc, carried out 60,000 miles. Auto box for same £200. V5 available Jaguar 71.2. Bristol. 07840 400569 (PB)

### XJC 4.2 AUTO

1977, £POA. Total restoration in gleaming signal red with re conalised black leather too many things to list, for photos and more info please phone. Sorry no emails. Surrey. 07043 235733 (MC)

### XJC 4.2 AUTO



1977, £POA. Total restoration in gleaming signal red with re conalised black leather re built engine too many things to list for moore info. Surrey. 07554 207774 (HP)

## XJ12, S1, S2, S3 & Daimler for sale

### DOUBLE SIX



101,390 miles, £3,500. Cobalt Blue, perfect grey leather, owned 10 years, lots spent plus bills. Full MoT June 2015, comprehensive history, perfect engine, recon gearbox, new tyres, sub frame rack, stainless steel exhaust, show use, always garaged good weather use only, parts included, genuine sale, please call for details. Co Durham. 07752 290909 (MC)

### DOUBLE SIX



1978, 57,000 miles, £3,000. MoT November 2015, new rear discs Axle Tubes, battery and recon calipers and Alternator. Will take P5B or Old Jag project in part x. Rugby. 01788 840123 (JW)

### XJ12 V12



1990, £7,950. Regency red, magnolia hide, piped cherry red, abs, a/c, factory fitted CD autochanger, fsh, all old MoTs, mileage only 4,400 year, truly stunning, top show condition. Kent. 01622 206383

## XJS for sale

### THE XJS REBORN



[KWECARS.COM](http://KWECARS.COM) 01635 30030

### 3.6 COUPE



1987, £1,000 negotiable. Final MoT due to corrosion around f&r suspension areas and outer sills. Few other items also. Much loved car, mine since May 93, interior good, leather, restoration or spares possibility. Nottinghamshire. 0115 854 7491

### XJS



1992, 138,257 miles, £2,200 ono. Manual 4.0. Very good condition. Full service history. MoT to June. No road Tax. Have long scratch on the right side. Car is very strong and fast, no knocking or some noise. London. 07536 571741 (HP)

### XJS 4.0

1991, 71,000 miles, £6,950. Coupe automatic faceli. Finished in stunning red metallic, unmarked cream leather, with exceptional service history, old MoT's (famous previous owner) 4 speed automatic with sports mode, air/con lattice alloys, alarm 2 keys, on board computer, electric seats windows mirrors, new roof lining, new tyres, this superb XJS must be seen to be appreciated, lots spent to keep this marque exceptional, call tony. Yorkshire. 01482 326821 07838 145871 (HP)

### XJS 4.0 COUPE AUTO



1993, 52,000 miles, £5,500. Platinum Silver with Isis trim, virtually unmarked. Runs and drives as a Jaguar should. Two owners since first registered to Caffyn Jaguar with its distinctive registration number K555XXX. Low mileage supported by service history. 12 months MoT and its original tool box and handbooks. A truly fine example of a superb motor car. Essex. 01702 230699 (HP)

## XJS CELEBRATION CONVERTIBLE



1996, 73,500 miles, £15,950. AJ16 engine. Sapphire blue with cream leather Jaguar embossed seats. Immaculate, every factory extra installed. Original export model to Texas, imported to Spain 2008 homologated to EU standards. Taxed and tested. Garaged Madrid. bwalker@novopro.com. (0034) 696 251 646 or UK line 0203 004 8877 (BM)

### XJS HE



1988, 96,000 miles, £7,000. Striking silver XJS V12 HE 5.3 with special lattice wheels and black interior. Great condition, garaged and well looked after - a beautiful car. Full service history. After nearly twenty years sorry that she needs to go. Essex. 07768 961893 (HP)

### XJS TWR REPLICA



1989, 85,000 miles, £5,200. Road going car, could be used for track days with a little work. Running a 6.0L modified engine. Very fast and sounds great through side exhausts. I have receipts covering over £40,000 of servicing and upgrades. Very solid and rust free. Brighton/sea. 07734 329280 (JW)

## XJ6 (XJ40) & Daimler 86-94 for sale

### XJ6 GOLD EDITION

1994, 30,121 miles, £5,289. Registered new 21st March 1994 by Jaguar Main Dealers Colliers of Sutton Coldfield, this low mileage example has covered just 30,121 miles from new. Full Jaguar Service History with every MOT certificate from new fully support this incredible car. The interior in particular is simply sublime. MoT July 2015 UK or can be German registered too. (T). +49 172 523 8415 (HP)



## XJ6



**1994, 74,000 miles, £995.** 3.2 Auto. MoT till August 2015. Good all round condition Ivory leather interior. Red carpet. Good tyres.c/l pas. e/w cd changer. Selling due to ill. coco.spurr@yahoo.co.uk (JW)

## XJ6 (X300) & Daimler 94-97 for sale

## CONQUEST CENTURY LWB LIMOUSINE



**1996, 81,000 miles, £5,750.** Long MoT and Tax. stunning condition incredible specification. Recent £2,000 mechanical overhaul. Drives superbly commensurate with chauffeur driven daimler. A very special car. Nottingham. 07446 881808 (JW)

## DOUBLE SIX V12



**1997, 79,237 miles, £3,999.** LWB 6.0 V12. This is the last year and model that Jaguar cars produced a V12 engine car, a definite investment thats already rising in value. 79k FSH 1 previous owner and original throughout. More info available and a bargain at this price. 07922 130969 (JW)

## SIX



**1995, 105,000 miles, £1,850 ono.** The most expensive car that Jaguar made in the (x300) range. Cost almost £55,000 in 1995. This is the 4 litre auto version with matchstick inlay wood and picnic tables in the rear. Car drives like new with 4 new struts and 4 new tyres last year. Recent MoT with over 9 months left on it. Full service history and receipt file. Scotland. 07837 777271 (HP)

## XJ SOVEREIGN



**1996, 125,000 miles, £1,750.** Excellent condition, body and interior, new tyres all round, no Tax or MoT, reason for selling licence revoked due to eye problems. Also new battery. Dorset. 01308 488450

## XJ EXECUTIVE



**1997, 105,000 miles, £600.** 4 door 3.2 auto "r" regd Sep 1st 1997. The car runs well and the bodywork is in good condition for the year. The paintwork has had an aerosol on it and requires the bonnet and roof to be re-sprayed. The service book has about 11 stamps in it. Warwickshire. 01789 299907 (HP)

## XJ SOVEREIGN



**1995, 55,000 miles, £4,400.** Lovely condition throughout. Sapphire blue metallic paint and oatmeal leather trim. With complete history. Top Sovereign specification plus ESR and CD multichanger. The car has been carefully maintained and everything works as it should. Tool kit is complete and unused. Comes with both set of keys and all original factory books. Norfolk. 07801 387062 (HP)

## XJ6

**1995, 58,000 miles, £3,000.** Drives like a new car, any trial. 0117 961 5351

## XJ6



**1994, 107,000 miles, £1,500 ono.** This is a special edition supercharged 1994 Jaguar XJ6 Sport in blue. Excellent condition. Up to date with servicing and new tyres. Tax due: 01 July 2015. MoT: 02 October 2015. 3980cc, 223 bhp. above.90@gmail.com. Suffolk. 07477 940749 (HP)

## XJ6 (X300) SPORT



**1995, 143,000 miles, £2,250 ono.** 3.2 litre auto. MoT June 2015FSH. Stamps, bills old MoTs etcCarnival Red. Recent service and new water pump. No rust. Lovely cared for example. Billingham. 07828 563680 (JW)

## XJ6 SOVEREIGN X300



**1994, 103,000 miles, £1,850.** Auto, top spec model, metallic light blue, contrasting tidy blue leather interior, well maintained, always garaged, long MoT, history, drives perfect, very original and presentable throughout, very nice example. London. 07954 626815 (JW)

## XJ6 SPORT X300

**1997, £1,250 ovno.** 3.2 litre auto saloon, metallic blue, cream leather interior, Jaguar alloy wheels, requires minor sorting, hence offered (spares, repair). Phone morning or evening. Surrey. 01737 769887

## XJ6 X300

**1995, 69,000 miles, £1,200.** 3.2 auto. British racing green. One owner 18 years before me. I bought it whilst my XJ8 was getting fettled. Very good for year. Service history. No rust. Devon. 01392 467289 (PB)

## XJ6 X300 3.2

**1997, 142,379 miles, £1,500 ono.** Drivers sent Worn. Rest good. MoT 25/10/2015. All books and keys. Boot liner. 5 good tyres. Essex. 01702 528027 (RB)

## XJ (X350) for sale

## XJ TDVI



**2006, 92,000 miles.** 2.7 Sovereign Diesel with full service history, just been serviced, full Sovereign spec plus rear entertainment package. Shadow grey with Barley leather.private plate with car. Delivery and P/X possible £8,750. See more of our cars at [www.sssjaguars.co.uk](http://www.sssjaguars.co.uk) or call 01622 844608 or 07768 883858 (T) (HP)

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## XK8 & XKR for sale

### CONVERTIBLE



**1999, 161,000 miles, £6,250.** Blue, cream leather, engine replaced by Jaguar 2004, 5 months MoT, £2,000 recently spent, everything works, great looking car, lovely to drive. West Midlands. 07966 516415

### SUPERCHARGED XKR



**2002, 76,000 miles, £8,995 ono.** FSH, 2014 Comprehensive refurbishment including suspension, underbody and wheels. £5,000 worth of work completed this year. MoT to Aug 2015, full main dealer service as part of sale. Northamptonshire. 07545 544934 (JW)

### XK8 4.2 COUPE



**2003, 129,000 miles, £5,995.** Automatic, metallic grey with rare ivory recaro electric memory heated leather seats expensive option when new, alloy wheels, cruise control, climate control, electric memory steering column. Runs and drives very well. MoT December 2015, with service history, part exchange may be considered. Bilston. 07732 322553 (JW)

### XK8 CONVERTIBLE



**126,000 miles, £5,995 ono.** 99v Full service history, including new chains etc at 100k, Silver with cream leather black roof and tonneau cover, we have owned the car for the last 6 years, sports exhaust, good condition for age. [sjsisson@btconnect.com](mailto:sjsisson@btconnect.com) (JW)

## XK8 CONVERTIBLE



**1997, 55,000 miles, £7,500 ono.** MoT, Taxed, garaged. Only used in dry weather. Perfect condition. Buckinghamshire. 01296 488352 / 07889 288007 (RB)

### XKR



**2004, 60,000 miles, £13,995.** 4.2ltr. One of the last XKRs with all extras including carbon fibre trim, Brembo brakes, Sepang alloys and full recaro trim. Used as a second car for car shows and maintained regardless of cost. FSH and new discs/pads on the front. Immaculate and perfect for an enthusiast. Gwent. 07771 852703 (JW)

### XKR



**2001, 68,000 miles, £8,000.** I'm selling my lovely Gold 2001 Jaguar XKR, with full Jaguar Main Dealer service history (11 Stamps). Full Black Leather interior with 20" wheels, sat nav and tracker. This car has been cherished and maintained regardless of cost and is absolutely stunning. Selling as I'm downsizing and will be sad to see this one go! West Midlands. 07800 553417 or 01564 742332 (HP)

### XKR



**2009, 40,000 miles, £29,950.** 5.0L supercharged convertible. Ultimate black, ivory leather. Full JSH. Tracker. LED DRLs. New MoT. Immaculate inside and out. Surrey. 07887 542249 (JW)

## XJ8 (X308) & Daimler 97-03 for sale

### DAIMLER SUPER V8



**1999, 93,247 miles, £5,999.** Sapphire Blue with Oatmeal leather, full options fitted and recent 3k spend on timing chains and pulleys, belts etc, drives as new and in excellent condition, getting hard to find in this condition and low mileage. 07765 263617 (JW)

### DAIMLER V8 LWB



**2001, 73,497 miles, £5,999.** Immaculate Sapphire Blue with Ivory leather, every option including Sat Nav, park sensors, Alpine Audio, drives perfect and will be sold with a new MoT, please call for more info and pictures. [jourdankabir@yahoo.co.uk](mailto:jourdankabir@yahoo.co.uk) (JW)

### SOVEREIGN

**1997, 78,000 miles, £1,295 ono.** LWB, 4 litre V8. X308. Economical five speed ZF auto. In metallic admiralty blue with cream leather. MoT Oct 2015. All usual Sovereign options. Runs and drives really well. May take older p/ex. Warwickshire. 02476 160817 or 07951 361719 (PB)

### SOVEREIGN 4.0



**2001, 88,237 miles, £3,495.** Pacific Blue, Ivory leather, in excellent condition and drives superb, many options fitted and new MoT just before sale. 07922 130969 (JW)

## SOVEREIGN V8



**2002, 78,234 miles, £3,499.** 4.0 LWB. This is the last year they made this lovely shape, excellent condition and new timing chain tensioners just fitted, must be sold hence low price, call for information and high spec on the great car. London. 07765 263617 (JW)

### SUPER V8



**1998, 93,487 miles, £5,999.** Full history, sapphire blue, oatmeal leather, complete service history and almost £3,000 spent recently on upgrades including timing chain tensioners, now getting very hard to find in this condition, appreciating modern classic. Middlesex. 07453 055376 (JW)

### V8

**2002, 103,000 miles, £3,995.** Automatic, green. Good condition. MoT. 5 good tyres. Drives excellently. Central locking. 6 cd player. Cruise control. Bargain. Lancashire. 07881 691017 (RB)

### X308 SUPER 8 LWB



**2000, £4,250.** Dark blue with all extras including adjustable rear seats. Well looked after in good condition. Full MoT, regular services by Jaguter, good tyres and running well. Sorry to see her go but space demands it. Suffolk. 07860 280041 (JW)

### XJ8



**2001, £5,995.** 3.2 Executive 2001 model year. 1 owner from new. 45k only with full supplying Jaguar dealer history. Private plate included. every MoT from new and exceptionally comprehensive documentation. platinum met with warm charcoal. steel liner engine developing 240 bhp. C/control, park distance control, 6 stack cd, ice cold a/c. 12 months warranty included. The last classic Jaguar saloon. Wyn Thomas Jaguar (T). Essex. 01992 571532 / 07973 186698 (HP)



## XJ8



**1997, 53,400 miles, £3,700.** MoT Feb 16, immaculate throughout. Seafoam, beige leather. Looks, drives like new, full history, new engine at 18,504 miles, reconditioned gearbox. Surrey. 0203 601 6998 or 07984 469856

## XJ8



**1999, 92,000 miles, £2,400.** One owner plus Jaguar. Carnival red, oatmeal leather. Full service history- all bills. Always garaged-mot september. Chain tensioners / water pump replaced. Rear park aid- 6 cd- full size spare, new xe ordered. Kent. 01959 569180

## XJ8 3.2 SE



**58,000 miles, £4,750.** This XJ8 3.2 SE is one of the last of the X308s, having covered only 58,000 miles by 2 owners. Finished in Zircon blue with Full Oatmeal leather. The car has Heated memory seats, cruise control, CD changer and a Full Service History. It runs and drives well and is in excellent all round condition. Delivery and Part Exchange possible. See more of our cars at [www.sssjaguars.co.uk](http://www.sssjaguars.co.uk) or call (T). 01622 8446087 or 07768 883858 (HP)

## XJ8 3.2 SE



**58,000 miles, £4,750.** Finished in Lovely Zircon Blue Metallic with Oatmeal Classic Leather with Burr Walnut. The very last of these XJs have super specification including Reverse Park Aid, Heated Front Screen, Heated Memory Seats, Rain Sensing Wipers and Cd Autochanger. Delivery and Part Exchange possible. See more of our cars at [www.sssjaguars.co.uk](http://www.sssjaguars.co.uk) or call. 01622 8446087 or 07768 883858 (HP)

## XJ8 3.2 SE



**2002, £4,465 ono.** Seafoam metallic/oatmeal leather, immaculate condition 12.5 months MoT/Taxed, recently serviced, recent new parts inc. Brand new 2012 x fr nevis alloy wheel and tyre set 255/295 Pirelli's/modified hubs, type R exhaust finishers, mesh grill, unique eye catching vehicle. Bedford. 07947 771423 (JW)

## XJ HEARSE



**1998, 90,000 miles, £3,995.** Lovely condition Daimler Hearse. Smooth V8 engine. Magnolia leather. Excellent condition for the year. Ready for work again. MoT May 2015. For more details call Mark. Asking £3,995 with a new MoT. East Sussex. 07775 861060 (HP)

## XJ8 SOVEREIGN



**1997, 87,000 miles, £3,250 Offers invited.** 4.0 V8. Full Jaguar service history. Excellent condition and has been under sealed MoT due October 2015. 6 cd multichanger, cruise control, sport button ice cold, automatic air conditioning, electrical adjustment and position memory seats and steering wheel electrically adjusted. Northern Ireland. 07767 135112 (HP)

## XJ8 SOVEREIGN LWB



**1998, £2,495.** Finished in rare metallic purple with light cream leather trim. All usual refinements including digital climate control. CD stacker. Electric memory seats. etc. Service history. Recent service and MoT. Superb condition throughout. No rust. No marks on interior. Part exchange welcome. Lancashire. 07508 296072 (HP)

## XJ8 SOVEREIGN LWB 4.0



**1998, 93,000 miles, £3,249.** Same owner for 8 years. This car has been used as a wedding chauffeur car. New engine, new stage 2 steel timing chain tensioners, new throttle body, new thermostat & new roof lining. 1 years MoT, HPI clear, spare tyre, tool kit, manuals & official Jaguar mats. Very high specification. Mediera red with ivory leather. Mechanically flawless & a very reliable v8 engine. Surrey. 07403 204020 (HP)

## XJR 4.0 SUPERCHARGED V8



**1998, 117,150 miles, £3,500.** Jaguar FSH, Meteorite Silver with Oatmeal leather, 3 owners from new, cared for meticulously, ABS, Alarm, immobiliser, alloy wheels, CD multichanger, central locking, electric mirrors, electric windows, power steering, radio, airbags, climate control, electric seats. Immaculate condition inside & out, MoT to October Tax. Swindon. 07815 040038 (BM)

## S-TYPE 99-07 for sale

### JAGUAR S-TYPE



**2007, 98,000 miles, £4,975.** 2.7 Diesel SE Auto. Finished in Metallic Lunar Grey with Dove Sports Leather. All usual specification including Satellite Navigation, Electric Seats and Cd Autochanger. Delivery and Part Exchange possible. (T) See more of our cars at [www.sssjaguars.co.uk](http://www.sssjaguars.co.uk) or call (T). 01622 8446087 or 07768 883858 (HP)

### S-TYPE



**2001, 84,000 miles, £1,450.** 3ltr V6, manual, good tyres, wear to driver's seat back, good condition for year, MoT until February 2016. 2 owners, my car for last 10 years, and I shall miss it. Avon. 01179 420370, 07796 254057

## S-TYPE

**2001, 80,000 miles, £1,700.** 4 litre. Automatic. Saloon. Rare model. Blue/green metallic. Full Jaguar service history. Excellent condition. London. 020 3234 1051 (PB)

## S-TYPE

**84,000 miles, £Best Offer by 30/06/2015.** FSH 2 x owners. 12 x service stamps. Best Offer by 30/06/2015. [www.jeffersonshotel.co.uk](http://www.jeffersonshotel.co.uk). 07817 259644 (JW)

## S-TYPE

**2006, 43,500 miles, £4,500 ono.** 3.0V6 light metallic blue cream leather a/c FSH MoT 09/15 rad/CD great condition parking aid usual Jag spec two keys low mileage recent service by Nene Jaguar specialist in lovely condition call to view private plate not included. Northamptonshire. 07737 985975 (JW)

## S-TYPE



**2005, 99,000 miles, £6,750.** R 4.2 Supercharged. Stunning family performance car. 400bhp yet can manage 30mpg. Very reliable and comfortable motoring. Fully spec incl sat nav, cd, parking sensors, full leather, JSH, MoT until December. Stunning car. Warwick. 07771 602847 (JW)

## S-TYPE 2.7 TDV6 AUTO SE



**2006, 89,000 miles, £7,995.** Privately owned from new by Jaguar enthusiasts. Trouble free and careful miles. Recent major service including timing belt, new Pirelli P Zero tyres all round and wheels beautifully refurbished. Upto 42mpg. No children, pets or smokers. New MoT. Surrey. 020 8942 5151 (TS)

## S-TYPE SE TD



**2007, £10,000.** V6. Mint condition in Lunar Grey with Ivory and mocha interior. Satin mahogany dash. All Jaguar extras as you would expect from such a fantastic car. Brand new engine fitted by Jaguar in October 2014. Lincolnshire. 01205 870815 (TS)



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## 1954 Jaguar MK VII Saloon

Elegant and luxurious, this Jaguar shows a patina that can only be had over time and careful preservation. A full sliding moon roof is found above the driver's area. 'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J59-045

## 1959 Jaguar Mark IX 3.8 Sedan

This very original, matching numbers 1959 Jaguar Mark IX has been well maintained and lovingly cared for by Jaguar professionals throughout its long term ownership. With its great history of being campaigned, it was appreciated by judges and spectators alike!  
Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J60-797

## 1960 Jaguar XK-150 3.8 DHC

This Jaguar is currently undergoing a comprehensive restoration to a show/driver level. The 3.8 engine model had a few distinct changes, amongst them a significant difference in the rear tail light fixtures. With an estimated completion date of spring 2015.  
'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J69-773

## 1969 Jaguar XKE Series 2 4.2 FHC

This striking 1969 Jaguar E-Type Coupe has benefitted from a recent professional servicing and the addition of many new parts, hardware, and performance upgrades including a 5 speed transmission. A very original XKE ready for summer driving!  
Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J67-274

## 1967 Jaguar XKE Series 1 4.2 OTS

This numbers matching 1967 Series 1 E-Type roadster was the subject of a recent restoration by Jaguar professionals, and is believed to have only 29,863 original miles. 'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J73-141

## 1973 Jaguar XKE Series 3 5.3 V12 OTS

This 1973 Jaguar Series III V12 Roadster is a great example that boasts a nicely restored interior, cruise control, and has had the fuel tank and most engine components rebuilt. It is featured in a striking colour combination of Maroon and Biscuit with a Biscuit top and Tonneau cover. 'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J71-974

## 1971 Jaguar XKE Series II V12 2+2

Exceptionally preserved Series II V12 with an unbelievably low 8,480 original miles since new! Always well maintained and in a gorgeous color combo of British Racing Green over biscuit, this XKE presents a unique opportunity for the collector demanding originality. Classic Showcase – Oceanside, California  
• www.classicshowcase.com • T: 001 760-758-6100



J69-547

## 1969 Jaguar XKE 4.2 OTS Series II

A truly original car with nearly 3 decades of single ownership. Always well cared for and consistently maintained, numerous original receipts and records of previous work done.  
Heritage Certificate of Authenticity  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J77-738

## 1977 Jaguar XJ6C Sports Coupe

This XJ6C has a great deal of originality. It comes with the period correct AM/FM/8 track stereo, and full instrumentation. With the luxury of power steering, power windows, power brakes, it also comes with the factory air-conditioning. 'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J65-758

## 1965 Jaguar XKE Series 1 4.2 OTS.

This is a very nicely restored XKE Roadster that is one of the most sought after of the Jaguar series I models. It has been restored by a Jaguar professional, and has been well maintained since the restoration, driven sparingly, and kept in a collection in San Diego, CA.  
'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J64-400

## 1964 Jaguar 3.8 S Type Sedan

This very original 1964 Jaguar 3.8 S Type 4 door Sedan has a straight fit, minimal rust, seats in good condition, makes for a great candidate for restoration while you enjoy driving.  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J65-149

## 1965 Jaguar XKE Series I 4.2 OTS

The car has been driven very little since the original restoration, and stands as a great contender for J.C.N.A. showings. Jaguar professionals performed a comprehensive restoration to that of a show/driver level.  
Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J58-428

## 1958 Jaguar XK-150S 3.4 OTS

This one owner Jaguar is a very original car that makes a great candidate to take to a Show, or Show/Driver level.  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J66-482

## 1966 Jaguar XKE Series I 4.2 FHC

This matching numbers 1966 Jaguar E-Type Fixed Head Coupe has low original miles, a CA black plate, a spectacular color combination, and a Heritage Certificate of Authenticity. This classic would be a great addition to any collection.  
www.classicshowcase.com • T: 001 760 758 6100



J65-570

## 1965 Jaguar XKE Series I 4.2 OTS

It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish.  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J77-003

## 1977 Jaguar XJ6L Series II 4.2 Sedan

This well preserved and very stylish XJ6L is a Southern California car since new, and has spent its entire life in the Western region of the United States.  
Classic Showcase – Oceanside, California  
• www.classicshowcase.com • T: 001 760 758 6100



J59-025

## 1959 Jaguar Mark IX

Well maintained & lovingly cared for by Jaguar professionals throughout 26 years of single ownership. Beautiful lines and plenty of patina, Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J67-980V

## 1967 Jaguar 420 Sedan

This 1967 Jaguar is an amazing time capsule and has incredible patina. This car has always been owned by the same family since new and was always serviced and maintained by Jaguar Professionals and comes with receipts.  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J63-891

## 1963 Jaguar XKE Series I 3.8 FHC

Fully rebuilt. New suspension. Body stripped to bare metal, metal finished and finished on rotisserie. Numerous performance upgrades. No bumpers and D-type wheels.  
Classic Showcase – Oceanside, California  
www.classicshowcase.com • T: 001 760 758 6100



J66-887

## 1966 Jaguar XKE Series I 4.2 OTS

This E-Type is very well-presented, and ready for your favorite summer cruise along the coast, or through a scenic mountain drive.  
Classic Showcase – Oceanside, California  
• www.classicshowcase.com • T: 001 760 758 6100



J67-032

## 1967 Jaguar XKE Series 1 4.2 OTS

This highly original 1967 Jaguar E-Type roadster is a matching numbers car with low original miles, and limited ownership since new. The XKE is a fantastic daily driver or can be taken to a show level.  
'Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J63-707

## 1963 Jaguar Mark II 3.8 Sedan

Its matching-numbers original engine has been recently rebuilt, while the braking system was also rebuilt over the course of the past few months by a Jaguar certified technician.  
Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J68-502

## 1968 Jaguar XKE Series I 1/2 4.2 OTS

This numbers matching and fully restored open headlight, late Series 1.5 Roadster was built on March 29, 1968 and left the Browns Lane factory in Coventry just under a month later on the 24th of April. Classic Showcase – Oceanside, California – www.classicshowcase.com – T: 001 760 758 6100



J74-055

## 1974 Jaguar XKE Series 3 5.3 V12 OTS

This highly original Jaguar is believed to have covered just over 18,000 miles since new. The silver exterior has been refinished at some stage, presumably in the 1980s, and presents today with a lovingly aged patina. Classic Showcase – Oceanside, California  
• www.classicshowcase.com • T: 001 760 758 6100



## S-TYPE TWIN-TURBO DIESEL



**2004, £5,750.** Automatic, silver, sport spec. 76k, exceptional, one owner, FCremer JSH, belt service June 2014, MoT end June 2015, Bluetooth, full parking sensors, full size spare (unused), pre-DPF. London. 07896 062890 (JW)

## X-TYPE for sale

### X-TYPE



**2003, £1,350.** In unmarked silver grey, with 2.1 litre v6 super smooth engine, 5 speed manual, power steering, electric windows and mirrors, air conditioning, central locking, and anti-theft alarm. Superb car throughout. poss. p/x. Hampshire. 07771 682389 (JW)

### X-TYPE



**2005, £1,999 ono.** MoT February 2016. Electric windows. Central locking. CD radio. Very good condition. Excellent on fuel. I am looking for a classic car/Ford console ECT. Durham. 01740 238148 / 07857 312433 (HP)

## X-TYPE 2.2 SOVEREIGN



**2009, 30,600 miles, £8,995.** Mint condition (as new). Very low mileage. Personalised plate. Full ivory leather. High spec: CD changer, cruise control, front and rear parking sensors, heated seats, A/C. On-screen: sat nav, climate control & sound system. Sports-mode gearbox. 3 months MoT. Full service history. In stunning metallic blue. Lovingly kept. Reluctant sale due to circumstances. London. 07738 088549 (JW)

## X-TYPE ESTATE 3.0L V6 SOVEREIGN AWD



**2008, 76,000 miles, £7,995.** Excellent condition inside and out. Charcoal interior with ivory piping. FJSH + additional maintenance by Jag specialist. Lovingly maintained regardless of cost. Everything works, no corrosion. Upgrades: Proteus wheels; silver roof rails; iPod dock. 01953 788484 (JW)

## X-TYPE SPORTS

**2002, £POA.** 12 months MoT. Any reasonable offer or exchange for vintage/classic motorcycle project, any rough condition. Clwyd. 01978 842668 (RB)

## Parts for sale

### A PAIR OF SEATS



**£575 ono.** For a Series 1 E-Type in light tan colour. Fair condition. Complete with runners. Bedfordshire. 01767 631340 (PB)

### AUTO GEARBOX

**£200.** XJ6 range, Borg Warner 12 from XJ6 S1 4-2 or E-Type, perfect dry stored. 07840 400569

### CUSTOM ALLOY WHEELS



**£350 ono.** 9.5J x 19, fit XJ (X350). Pirelli P Zero Rosso 255/40 ZR19 100Y tyres (3 x 3-4mm, 1 x 2-3mm). West Sussex. 07775 566233 (JW)

### DAIMLER CONQUEST

**1953, £POA.** Saloon, parts: (2) door, ash trays - chrome and bakerlight ends plus interior parts. Triumph Vitesse wing mirrors in vgc with 4 chrome nuts, offers please. Glous. 01684 275264

### DAIMLER V8 250

**£POA.** Engine. Phone for details. Herts. 01438 798650

### DAIMLER XJ6 SI

**£POA.** Bumpers, windcreens, grill, dash, bootlid. Jaguar Mk2 60s boot, bonnet, chrome, windcreens, wood, doors, grill, spats, original and coombs, propshaft, lights instruments. Mk1/50s spats, grill, glass, bonnet, carbs, wheels. Gloucestershire. 07977 995207

## DAIMLER/JAGUAR

**£Various.** Mk 2 rear bumper, thick type, usable as is but needs new plate for rubber side mount, £65. Daimler centre horn button dash, £8.50. Speed hold switch, £8.50. East Lothian. 01316 619800 (day) (RB)

## E-TYPE 3.8



**£300.** This is a genuine factory hard top. White head lining. For further information, call Stephen on. Sussex. 07774 162388 (HP)

## E-TYPE 3.8



**From £1,995.** Complete engine, runs. For further information, please call Stephen on. Sussex. 07774 162388 (HP)

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## E-TYPE BONNET



**£2,000 OVNO.** Good overall condition. I am upgrading to aluminium. Currently BRG Bonnet. East Sussex. 07714 759198 (JW)

## E-TYPE PARTS

**£2,000.** Series 1 E-type bonnet for sale. Very good condition in British Racing Green. I am upgrading to Aluminium hence the sale. The bonnet is minus all light fittings bumpers etc. East Sussex. 01883 627171 (JW)

## FITTED OUTDOOR CAR COVERS

**£100 each.** I have two top-of-the-range fully fitted outdoor car covers for sale. To suit (1) XJ Saloon (X350/X358) and (2) XK8/R Coupe (X100). Both are in excellent condition and cost me over £260 each when new. I have now sold both cars. £100 each. Will sell separately. Cheltenham. 07900 553350 (JP)

## JAGUAR



**£POA.** Mk 2 wheels and tyres. 4 in total. Radials, tyres perfect condition, £100. Also 5 Jaguar rims. In metallic blue. Excellent, £80. Durham. 01325 487809 / Mob: 07940 702604 (PB)

## JAGUAR 4.2 ENGINE

**£offers.** In storage for 20 years but turns over, for rebuilding. Swansea. 07811 817874 (JW)

## JAGUAR 4.2 ENGINE

**£400.** Jaguar 4.2 engine, complete. With carbs, exhaust manifold and distributor. Port Talbot. 07885 251762 (JW)

## JAGUAR 4.2, 420G

**1962, £Offers.** Triple SU carbs and manifold set. Manifold and dashpots polished recently. Bristol. 07840 400569 (PB)

## JAGUAR 5 SPEED GETRAG

**£250.** Speedo drive. VGC. Suit E-type, Mk II, XJ6, TRs, Austin Healeys. 16in lattice alloys. Very good with or without tyres. MK10 tripple HD8 carbs. Nice set up for Mk 2, S-type, XJ6 etc. Lots of other Jaguar parts. South Yorkshire. 07952 230714 / 01226 297411 (PB)

## JAGUAR ALLOY WHEEL



**2002, £50 ono.** 1 x Jaguar X-type 7 spoke. Tyre like new. 205/55 R16. 5 stud. Better than using a space saver if you get a puncture. Ex condition. South Yorkshire. 01302 534155 (RB)

## JAGUAR CHROME WINDSCREEN



**1950, £80 he pair + £6 P/P.** Or could be Rearscreen trims! Probably S-Type, Mk 9/7? They measure up as per pictures so just check against yours! 52" long, 16" wide. 1" inch thick! Decent chrome cleans up well! Or free pickup. Lincolnshire. 07949 499388 (HP)

## JAGUAR E-TYPE FHC BODY SHELL



**£6,000.** Please call for questions. 07970 153843 (HP)

## JAGUAR E-TYPE STEEL BONNET

**£995.** Series one, requires preping and paint 3.8 engine, kept as spare. 07866 004385 (JW)

## JAGUAR GETRAG 5 SPEED GEARBOX

**£350.** Port Talbot. 07885 251762 (JW)

## JAGUAR MK 10 CARBS

**£POA.** Excellent condition. Will fit XK140/150, Mk 2 etc. Getrag 5 speed gearbox. Nice conversion for E-type, Mk 2, XKs, E-type. Triple 2in sus carbs. Concourse original series 1 4.2, will fit series 2. 16in lattice alloys with and without tyres. Yorks. 07952 230714 / 01226 297411 (PB)

## JAGUAR PARTS

**£POA.** XJ8 X308 drivers door mirror cover in saphire blue, never fitted, £15. X350 radiator grill, grey surround frame, chrome slat inserts. Very good condition, £40. Leicestershire. 0116 275 0626 (PB)

## JAGUAR TRIPPLE CARBS



**£POA.** 2 inch HD8s. Will fit Mk II, XJ6, S-type etc. VGC. 5 speed manual getrag gearbox. With speedo drive. VGC. Will suit E-type, Mk II, S-type, XJ6 etc. E-type centre dash and gauges. 3.34 diff. 16in lattice alloys. Excellent condition. Yorkshire. 01226 297411 / 07952 230714 (PB)

## JAGUAR VARIOUS PARTS

**£POA.** 5 speed GETRAG6 gearbox with speedo drive. Suit E-type, XJ6, Mk 2, XK 140/150, etc. E-type Triple 2in HD8s concourse. Mk 10 triple carbs, suit E-type, XK 150, XJ6 Mk 2, etc. 3.34 diff, 16in lattice alloys, suit most Jaguars. Yorkshire. 07952 230714 (RB)

## JAGUAR XJ AXLE



**£100 NO offers.** Dry stored 30 years. Collection. Cornwall. stevehaywood178@yahoo.co.uk (JW)

## JAGUAR XJ6 AUTO GEARBOX

**£200.** Borg Warner 12 from XJ6, S1.4-2 or E-Type. Perfect, dry stored. 07840 400569

## JAGUAR XJ6 SERIES

**£POA.** Electric Maystar fully automatic aerial, new unused, looks good quality not cheaply built. London. 020 3234 1051

## JAGUAR XJ8 RADIATOR GRILL AS NEW

**£100 for the pair.** Still Boxed. North London. 07985 691137 (JW)

## JAGUAR XJS CLOCK BINNACLE

**£130 the lot.** (3.6 electronic speedo model) electric door mirror VGC, 5 Starfish Alloys, black center badges need refurb but solid and undamaged + 10 long wheel nuts. Merseyside. 01744 637052 (JW)

## JAGUAR XJS PAIR OF HEADLIGHTS



**1980, £40 plus £15 postage.** Reasonable condition reflectors decent! Not cracked! Working! I have changed to twin Headlights! Or free pickup. Lincolnshire. 07949 499388 (HP)

## MK 2 - 3.4 ENGINE



**£900.** This is a complete engine. For further details please call Stephen on: Sussex. 07774 162388 (HP)

## MK 2 SET OF FOUR SHOCK ABSORBERS



**1960, £100 Free pickup or £15 postage!** Brand New Unused! Monroe Radial-Matic! in boxes! 2x front 2x rear! Lincolnshire. 07949 499388 (HP)

## RETIREMENT STOCK

**£Various.** Starters, alternators, diodes, oils, bearings etc, plastic spare boxes with racking, spotlights, radios plus much more. Cambs. 01223 234656

## STROMBERG CARBURETTORS

**£90.** 2 X 175 cd-2 Carburetors in excellent order. Surrey. 07714 456895 (JW)

## VARIOUS JAGUAR CLASSIC PARTS



**£POA.** 2 x sets of triple SU carbs on Jaguar manifolds, polished cam covers, webber inlet manifolds for Jaguar 3.8/4.2 engine, Mark 2 Jaguar Moss gearboxes x 4, Jaguar 3.4 blocks with main bearing caps all servicable. Various other parts please call Stephen on. Sussex. 07774 162388 (HP)

## VARIOUS JAGUAR PARTS

**£POA.** Jaguar Daimler XJ6, SI bumpers, screens, glass screen, chrome, bootlid, dash dials, Daimler grille, Jaguar Mk1 55/59 full spats, grille, screens, glass. Jaguar Mk2, 60s grille, doors, glass, woodwork, boot, bonnet, spats, door handles, instruments. Can deliver. Gloucestershire. 07977 995207 (RB)

## X-TYPE TOBAGO ALLOY WHEEL

**£100.** And Pirelli P6000 tyre complete 20555R16, Tyre Brand New. Burton- On -Trent. 01283 565581 (JW)



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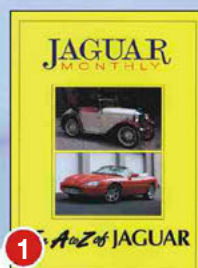
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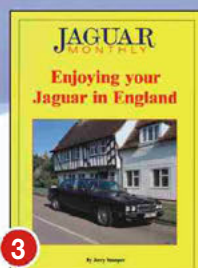
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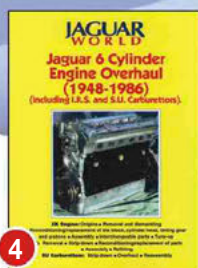
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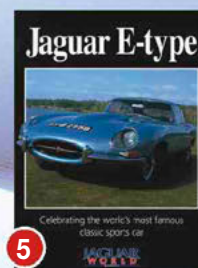
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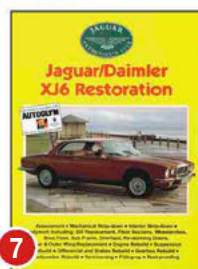
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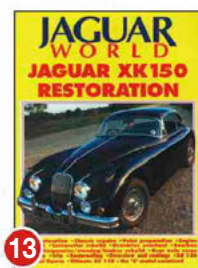
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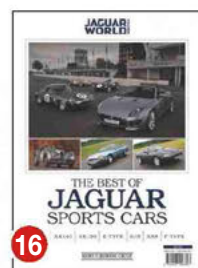
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## XJ6

£50 o.n.o. Space Saver Wheel for Jaguar XJ6. Pirelli Tyre size T115/85 R18. As new. Not yet used. Excellent condition. Birmingham. 07969 027182 (JW)

## XJ6 EXECUTIVE 3.2



1997, £POA. Antiqua blue, cream leather. Extensive damage n/s. Driveable but not street legal. Everything works. 5 nice alloys, well shod. New headlining just fitted. Cherished eight years. JEC member. Kent. 01843 865175 (PB)

## XKE V12 ENGINE



Original 1972 XKE V12 engine with complete history. Low mileage, loads of new parts, complete with all its ancillaries. Plug and play! Worldwide shipping. Email vitalbos@hotmail.com (T) (HP)

## XJ6.51 4.2

£400. Laid up! Complete engine + head unmachined? Will need complete strip down etc, turns, full of oil etc. carried out 60,000 miles £400. Autobox for the same £200 perfect. V5 available Jaguar 71-2. 07840 400569

## Parts wanted

## DAIMLER XJ6 SERIES 2

Wanted. 4.2 auto Coupe. Front disc brake dust backing plates, and any other parts. 07551 607809 (CG)

## JAGUAR

Wanted. Smooth cam cover. Inlet side. Cambridgeshire. 01733 265177 (PB)

**JAGUAR MK 2 CURLY HUB WIRE WHEELS AND TYRES**  
Wanted. 185X15. Bristol. 07516 658487

## JAGUAR MK2

Wanted. Adjustable shock absorbers, front and rear, to fit Mk2 Jaguar. Also 5 speed gearbox to fit XK engined Jaguar. Belfast. 07594 862914 (RB)

## MK2

Wanted. 3.8 exhaust manifolds, a pair cast type. And a nice engine dipstick for same. 07840 400569

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£POA. Specialists in leather renewal, repairs and re-dyeing. DIY re-dye kits supplied, wood stripping and re-lacquering and re-veneering. Interior trim supplied and fitted if required at very competitive prices. Our work featured many times in JEC magazine. John, A and B Renovations. Kelvedon, Essex (T). 01206 820733 or 07976 810402 (GB)

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£POA. Ring for details. Classic car interior restoration keeping the authentic old period look and character, repairs, preserving original leather process, colour match dyeing, replacement leather, complete interior colour changes, door and trim panels made up, carpets, wood veneering restored, collection and delivery service. Quick turnaround, low cost, unbeatable savings, club members and fellow enthusiasts over 25 years. Gloucestershire (T). 07977995207 (GB)

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## VITREOUS ENAMELLING

£POA. Ring for details. For all exhaust manifolds, and repairs carried out where necessary. We also have a stock of repaired manifolds which are in a better condition than when they left the factory. Ringwood, Hampshire (T). 01425 477856 (GB)

## Miscellaneous for sale

## 18 FLC



£5,000. Registration number plate. W Sussex. 07900 201301

## 2 RAC BADGES



1955-1960, £80 each. Motorsport full member, 1953-1961. Size 77 x 149 mm and 77 x 118 mm. Buckinghamshire. 07716 607984 (RB)

## 2FT GARAGE WALL SIGNS



£55 Each Inc. P&P. Leicester. 07704 466754 (JW)

## A4 SGR

£1,500 ono. Private plate, on retention and ready to go. Suffolk. 07502 540725 (RB)

## AMERICAN NUMBER PLATES

£110. Approx 50, fixed to garage wall, buyer to dismantle. 0114 268 6354

## CAR RADIOS

£35 the lot. Philips R570 cassette. Philips cassette receiver radio R760. FD450. R681. Blaupunkt 300. Middlesex. 020 8363 9283 (HP)

## CAR BADGE



1930, £25. 1 RAC badge with Union flag centre, damaged, £25 (see photo). Also 1958 AA badge with black base, £15 plus £3 postage. Antrim. 07759 818732

## CARCOON FOR SALE

£250 ono. To fit E-Type Jaguar or smaller car, with electric fans, hardly used. Cheltenham Area. 07919 120589 (MC)

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£POA. The Black Horse, Foxton, A6 nr Market Harborough. Held last Thursday every month from 30th April until 27th August 2015 from 6.30 pm. Leicestershire. 01858 545250 or 01162 419433

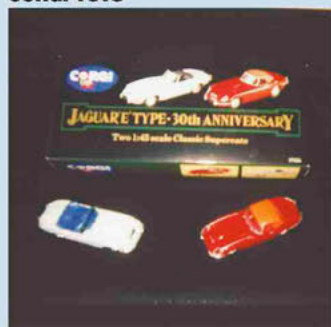
## CLASSIC SPORTSCAR MAGAZINE

1991, £any offers. Most issues, phone before 7. Lancs. 01617 997548

## CLEARING GARAGE

£POA. Spares for Volvo 340, Alfa 33, Nissan Prairie, Honda Shuttle, Renault Traffic & Master. Also dozens of handbooks & manuals plus many manufacturers including Jaguars Workshops. £40. Phone evenings. E Sussex. 01435 864776 (BM)

## CORGI TOYS



£60. Jaguar E-type 30th Anniversary models. Two cars in original boxes. Mint condition. Cheshire. 01614 838733 (PB)

## DAIMLER FIFTEEN DB 17-1

1938, £20 plus p&p. Maintenance manual by Daimler Company Ltd, Coventry. Aberdeenshire. 01346 571562 (RB)

## DRIVERS HANDBOOKS

£15 each + p&p. For Lancia Gamma and Fulvia Coupe 3. 1975/1976. Also Jaguar Series 2 drivers handbook £10 + p&p. Gloucestershire. 01452 730732 (PB)

## GENUINE CANDLESTICK PHONE



£175. In full working order with bell-box. Plugs into standard socket. Heavy item. Buyer to collect. Cheshire. 01614 838733 (RB)

## GARAGE CLEARANCE

£Offers. Spares and tools etc. Suitable for auto jumblers. Large amount. Come and make an offer for the lot. Due to retirement. Must clear. First come first served. Aberdeenshire. 01466 792123

## HORSE HEAD CAR MASCOT



£45 post free. On wood base, size 4in x 3.5in, chromed finish. Surrey. 07580 313669



## JAG REGISTRATION FOR SALE



**£600.** JAG 908V on retention. I will pay DVLA change. 01379 890114 (JP)

## JAGUAR BONNET MASCO



**£60 inc P&P (UK).** Large, genuine, original mascot (not a cheap repro), in near-new condition, removed from our XK150 when recently sold. Surrey. 020 8942 5151 (HP)

## JAGUAR DRIVERS CLUB CAR BADGE



**£69 inc p&p (UK).** New and absolutely mint condition, tissue-wrapped in original box, with unused nut and bolt fixings. Genuine, original badge (not a cheap repro!). Would make a superb gift. Surrey. 020 8942 5151

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## JAGUAR E-TYPE POSTER



**1984, £35.** In German. 20in x 30in. Delivery free tube. Surrey. 07580 313669 (RB)

## JAGUAR PEWTER CARS

**£200 ono.** Set of 18 in a Glass Case. Nottingham. 0115 998 0511 (JW)

## JAGUAR WORLD MONTHLY MAGAZINES

**£No Reasonable offer refused.** All in Jaguar Binders. From Issue 1 Vol 1-Autumn 1998 to December 2002. Wilts. 01980 653252 (HP)

## JAGUAR XJ220 RARE BOOK BY PHILIP PORTER



**£2,200.** No longer in print. Photographs by Peter Burn. Absolutely mint condition, in unmarked slip-case. In original printed card outer protective packaging. Last priced on Amazon at £2435. Extremely rare and very collectable!. Surrey. 020 8942 5151 (RB)

## JJ1 10

**£20,000.** Number plate. N. Ireland plate. Owned many years. Can be put on absolutely any vehicle. Not age related. Turns many, many heads. Been on many top prestige cars. Carmarthenshire. 07741 098149 (PB)

## JAGUAR XKR / XKR-S CHERISHED PLATE - XKR 70Y



**£1,750.** Selling my cherished plate having sold my XKR. The plate is on a retention document and ready for immediate transfer on to your car. Plate is XKR 70Y - spells XKR TOY and looks fantastic. Surrey. 07776 186636 (CG)

## JUKEBOX WURLITZER LYRIC

**1961, £1,100.** Swap for 1950s-60s Triumph motorbike or old classic car or anything interesting considered. Hampshire. 01794 514232

## KISMET HPA MOT BAY



**£2,200.** Rolling road brake tester. Cornwall. 01579 362222 (RB)

## LOCKHEED P38 LIGHTNING

**£95 post free.** Pre-war twin boom fighter, on marble base 7in x 5in, commemorative mascot Australia Sydney South Pacific on wings, chrome plated. Essex. 07964 486932

## MHO 545

**£Offers please.** Private registration number for sale and on retention. Ready for transfer. Avon. 01225 852852 / 07840 400569 (RB)

## MIRROR, ARMS AND FITTINGS



**£All for £50.** 07966 436171 (JW)

## MOBILE BENCH/TOOL CHEST



**£195.** Retractable wheels, stainless covered hardwood top. Ex M.o.D. Top quality. 3 sliding lockable drawers and open storage area with shelf below. South Yorkshire. 07971 223707 (RB)

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**£2,500 ono.** F3RN C. 07900 565023 (MU)

## NUMBER PLATES

**£Various.** KEL53A - £2,500onoSOF70P - £5,000CAP144N £2,000. Hampshire. 07771 781666 (JW)

## OSRAM BULBS DISPLAY UNIT



**1950, £85.** For all vehicles. Display unit with selection of vintage bulbs. Nice condition. Size: 14 inches x 18 inches. Surrey. 020 8399 7541 (PB)

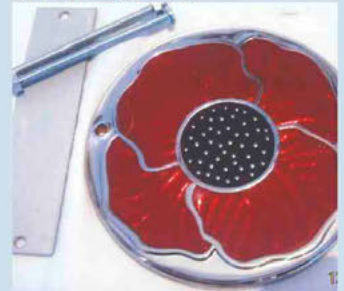
## OJY 551

**£POA.** Personal registration number for sale currently on a retention certificate. Fab on a classic car. Offers please. 07840 400569

## PEDAL CAR BADGES-RAC/AA

**£20 each.** Nottingham. 0115 998 0511 (JW)

## POPPY CAR BADGE



**£35 post free.** Grill fixing comp with fixing kit, size 3in dia, enamel finish, excellent condition. Essex. 07964 486932



## PRIVATE NUMBER FOR SALE



**£POA.** GARY-A, my personal plate since 2000 (G13 RYA), looks great, on retention and ready for immediate transfer, offers please. 01225 852852 or 07840 400569

## PRIVATE PLATES

**£POA.** NDF 80, NFK 28, NBK 91. Private sale of any of my private plates, all on retention. Sensible offers please. 01225 852852 or 07840 400569

## PRIVATE REGISTRATION



**£6,590 ono.** SM14RTS. Beautiful. Reads perfectly the name SMARTS. Has been reduced from £9950. Staffordshire. 07583 613521 (RB)

## PRIVATE REGISTRATION PLATE



**£Offers.** Open to sensible offers. Lincolnshire. 01205 870815 (RB)

## PRIVATE REGISTRATION PLATE

**£495 ono.** R5 TBR - ideal for any RS car. Currently on a retention certificate. Northamptonshire. 07426 657829 (HP)

## RAC ASSOCIATE CIVIL SERVICE BADGE



**1930, £75.** King Crown. No. F30606. Civil Service on marble base. Essex. 07964 486932 (RB)

## RAC BADGE



**1960s, £20 + p&p.** New-old stock (plastic). Never been on a car. Antrim. 07759 818732 (PB)

## 'REGGY'



**£POA.** Personal registration number for sale. I've had it over ten years. Fantastic plate. Could be other? Is (R13 GGY). On retention ready for transfer. Avon. 07840 400569 / 01225 852852 (RB)

## REGISTRATION FOR SALE

**£1,800 ono.** GCB 800. On retention. Ring Colin. No time wasters please. Cumbria. 01539 741080 (RB)

## REGISTRATION FOR SALE

**£1,500.** KELLY AA. Mid Glamorgan. 07929 342396 (RB)

## REGISTRATION NUMBER

**£1,800 ono.** LJC 800. Immediate transfer. Fee paid. Call after 7pm. Cumbria. 07930 162180 (PB)

## ROYAL NAVY BADGE



**£75 post free.** By J. R. Gaunt, Birmingham. Queens Crown. Size: 5in x 3in. No damage. Bar fixing. Surrey. 07968 659967 (PB)

## REGISTRATION NUMBER DNM 1

**Best offers over £20,000.** South Staffordshire. 01543 673399/0777 4699007 (MC)

## RIPON OLD CARS CLASSIC CAR GATHERING

**£POA.** Ripon Racecourse, Ripon, North Yorks HG4 1UG, Sunday 26th July 2015, entries from 8.30 am until 5pm. www.riponclassiccargathering.org. Classic cars, military, motorcycles, commercial trade stands, entertainment throughout the day, homemade refreshments, all proceeds to local charities. North Yorks. 07896 701223

## ROYAL OBSERVER CORPS BADGE



**£85 post free.** By J R Gaunt, London, mint condition, no damage Queen crown, pos 1950-1960, size 5in x 3in approx. Essex. 07964 486932

## SAILING DINGHY

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## TRANSPORTER TRAILER

**£1,200.** Twin axle. 16ft x 6ft bed. Brakes (new) and two new tyres. Ramps, winch (manual), lights. Also hitch attachment to take caravans. £500 hitch. Probably needs paint (surface rust). Derbyshire. 07454 948711 (PB)

## TUY 583

**£Offers.** Private registration for sale. On retention and ready for transfer. Bristol. 01225 852852 (PB)

## VINTAGE CAR CLUB BADGE

**£POA.** With clasp. Chrome/yellow AA badge. Daimler SI and TI 35 parts cat (1920s). Coils of brass petrol tubing, quarter inch by 10ft. Austin Big 7 handbook. Shropshire. 01952 242723 or 07817 788665

## VOP 140

**£2,295 offers invited.** Jaguar XK140. Registration number VOP 140, ideal for any XK140, particularly one running a reissued number. On retention and ready to go. (T). 07787 528131 (HP)

## X746 ARY

**£975.** Reg number on retention. Reads X74 GARY. Cambridge. 07774 614705 / 01954 267000 (RB)

## WORKSHOP MANUALS

**£POA.** Genuine, for Jaguar Mk10, 2.4, 3.4, 420 and Daimler Conquest with parts catalogue £20 each. Also Triumph Vittese and MG Magnette £10 each. North Yorks. 01765 635064

## XK8/R 2001 FACE LIFT SALES BROCHURES

**£POA.** JLM/10/02/03/01 and 02 £20 each. XK March 2000 price list £10. Jaguar 2001 press pack £15 plus postage. Kent. 01634 867810 (PB)

## Miscellaneous wanted

### ANY DEVONSHIRE ROAD SIGN

**Wanted.** Wiltshire. 01666 837747

### DEVON WRITER LOOKING FOR CO-AUTHOR/EDITOR

**Wanted.** To develop written 3-volume work of auto fiction (automobile history fiction). Knowledge of automobile engineering essential. Share proceeds upon publication!. Devon. 01364 653647

### JAGUAR URGENTLY WANTED

**Wanted.** Any Jaguar wanted urgently. Especially E-Types, any year, any condition whatsoever, we pay more than anyone, distance no object. 07836 250222. (T). Kent. 01322 669081 (GD)

### E-TYPE S1, S2, S3, 2+2 WANTED

## WANTED

Urgently wanted E-types and classic Jaguars in any condition. Will travel any distance. We pay more.

**PLEASE TEL:**  
**01322 669081 or 07836 250222**  
**Fax: 01322 662400**  
**Email: PJarvis646@aol.com**

### XJ6 S1, S2, S3 AND DAIMLER WANTED

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**Wanted.** Looking for a worthwhile project or even a perfect example built from the 1970s to 2004, happy to travel anywhere for the right car and settle in cash, please only sensible prices. Many thanks. 07922 130969 (JW)

### XJS WANTED

### JAGUAR XJ SPORTS

**Any year, Wanted.** Must be very well serviced, all paperwork, MoT, in immaculate condition. No more than 2 owners from new, low mileage. Top cash paid. Telephone anytime. West Yorkshire. 07443 642408 (JW)

### X-TYPE WANTED

### JAGUAR X-TYPES AND D-TYPES

**Wanted.** X-Type red colour. D-Type replicas. Verviers, Belgium. 00 3287 333128 / 00 3287 333122 (RB)



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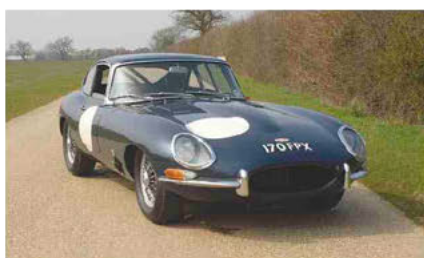
### XFR vs S-TYPE R

With a new XF on its way, we ask whether the current model is better than its predecessor by pitching an XFR against an S-TYPE R



### Competition E-type

A successful racer in historic events today, this E-type was discovered to have race history from new. We find out more



### Austin 7 Swallow

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## Finishing Lines



Photo: Andrew Whyte, Paul Skilleter collection

Paul Skilleter's

# FINISHING LINES

## The Broadspeed Coupe

**R**alph Broad had a somewhat on-off relationship with BMC, then British Leyland, but after he won the 1974 British Saloon Car manufacturers' title for BL with the Dolomite Sprint, BL allowed him to enter the group's flagship car, the Jaguar XJ12C, in the European Touring Car Championship.

The Big Cat finally appeared in August 1976, at Silverstone. There was some help from Jaguar, but little goodwill, and the exercise was very much a BL corporate one. Revised cars appeared in 1977, but although they were usually quicker than the BMWs, only a couple of finishes were recorded. The whole effort was ended by BL in September 1976 after yet another failure, that time at Spa.

Ralph Broad always maintained that a third season would have brought success. Broadspeed driver and senior staff engineer Andy Rouse

told JW contributor Ken Wells, "A lot of time was spent on developing the car, the tyres and everything else, but it needed some more time to make that thing win races. Especially as in the year we raced it, 1977, there were still the 'lightweight' BMW 635s, which probably weighed about 1,000kg (the Jaguars were around 1,500kg), and were far more nimble.

"More importantly, the BMW was easy on fuel and could do an ETCC race on one stop, whereas the Jaguar, with its extra weight but same size of fuel tank, had to make two stops. So we had to drive it quicker than the Bee-Em would go to make up for the extra stop. That was thecrippler.

"Unfortunately, the people at Leyland at that time were either not aware of that fact or did not really consider what they had spent already and what they could gain if they stayed in. So it was a bad decision to cancel the project when they did."

**Above: John Fitzpatrick's car on the grid at the 'old' Nürburgring in 1977. Extraordinarily, he set the fastest lap from the rolling start... before the engine failed on the next lap. However, the second car – driven by Derek Bell and Andy Rouse – did come second.**



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